Published for the Hongkong Daily Press, Ltd.
Oliver J. Breakspear
Managing Director

MASON'S
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O.K.
SAUCE.

Hongkong Daily Press.

ESTABLISHED 1857.

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(Personal Attention).

No. 21,958 號捌拾伍百玖仟壹萬式第 日柒拾月拾辰戊 HONG KONG. WEDNESDAY, NOVEMBER 28th, 1928. 叁拜禮 日捌廿月壹拾年八廿百九仟壹英 PRICE: $3 PER MONTH

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

UP TRAINS

STATIONS	No. 2 A.M.	No. 4 A.M.	O No. 10 A.M.	O No. 10A A.M.	No. 8 A.M.	No. 12 A.M.	No. 14 NOON	E No. 16 P.M.	No. 18 P.M.	O No. 24 P.M.	E No. 22 P.M.	No. 24 P.M.	No. 26 P.M.	No. 28 P.M.
Kowloon...Dep.	6.40	8.05	8.30	9.08	9.15	10.00	12.00	1.15	2.15	2.23	2.35	4.30	5.40	7.33
Yaumati...Dep.	6.49	—	—	—	9.25	10.08	12.09	1.23	—	2.31	—	4.38	5.48	7.41
Shatin ...Dep.	7.01	—	—	—	9.38	10.20	12.31	1.35	—	2.43	—	4.50	6.00	7.53
Taipo ...Dep.	7.15	—	—	—	9.53	10.33	12.34	1.48	—	2.56	—	5.04	6.13	8.03
Taipo Market...Dep.	7.20	—	—	—	9.58	10.37	12.38	1.52	—	3.00	—	5.08	6.17	8.10
Fanling ..Dep.	7.30	—	—	—	10.10	10.47	12.48	2.02	—	3.10	—	5.18	6.27	8.20
Sheung-shui ...Dep.	7.35	—	9.07	9.45	10.15	10.52	12.53	2.07	—	3.15	3.14	5.23	6.32	8.24
Shum-chun ...Arr.	7.41	8.45	9.13	9.51	10.21	10.58	12.59	2.13	2.55	3.21	3.20	5.29	6.38	8.30
Canton ...Arr.	—	12.40	—	—	5.48	—	—	—	6.45	—	—	—	—	—

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 3 A.M.	O No. 11 A.M.	No. 7 A.M.	No. 13 A.M.	No. 5 A.M.	No. 17 P.M.	No. 19 P.M.	No. 21 P.M.	O No. 25 P.M.	E No. 23 P.M.	No. 13 P.M.
Canton ...Dep.	—	—	—	—	—	8.00	—	"	—	—	—	3.15
Shumchun ..Dep.	7.18	9.05	10.01	10.32	11.13	11.54	2.58	4.38	5.47	6.18	6.40	7.07
Sheungshui ..Dep.	7.25	9.12	—	10.42	11.20	—	3.05	4.45	5.54	6.25	6.47	—
Fanling ...Dep.	7.30	9.16	—	10.47	11.25	—	3.10	4.50	5.58	—	—	—
Taipo Market Dep.	7.40	9.26	—	10.57	11.36	—	3.21	5.00	6.08	—	—	—
Taipo ...Dep.	7.44	9.31	10.34	11.01	11.41	—	3.26	5.04	6.13	—	—	—
Shatin ...Dep.	7.57	9.44	—	11.14	11.55	—	3.39	5.17	6.26	—	—	—
Yaumati ...Dep.	8.11	9.58	—	11.26	12.08	—	3.51	5.29	6.38	—	—	—
Kowloon ...Arr.	8.17	10.02	11.00	11.32	12.14	12.34	3.57	5.35	6.44	7.00	7.22	7.47

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R. BAKER, Manager.

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MYSTERY MAN OF THE WAR.

AMERICAN FRIEND OF LORD YPRES IN LONDON.

Mr. George "Gordon Moore, the American financier, whose frequent appearances at British General Headquarters during the early part of the war culminated in a storm of rumour and a libel action, was in London last month on a ten days' pleasure trip.

He was, perhaps, the late Lord Ypres' greatest personal friend, and his continuous association as a foreigner and a neutral with the British commander-in-chief was twisted by countless tongues into a web of scandal that provided the "home" sensation of 1918.

"Why was Mr. Moore at G.H.Q.? What did Lord Ypres (then Sir John French) say to him, and he to Lord Ypres?" The essence of these rumours eventually appeared in print, and Mr. Moore brought a libel action against an evening newspaper.

He was triumphant. Lord Ypres gave evidence. The defendants apologised, the record was withdrawn, and the Lord Chief Justice pointed out how unfounded were all the allegations against Mr. Moore.

The mysterious Mr. Moore is a dark, clean-shaven, much-alive man, who smiles readily, and who speaks with a slow rasp.

"My memories of the war?" he said. "Yes, they are vivid but we won't talk about that."

"Do you think that Lord Ypres' reputation has been truly appreciated?"

"It will be," replied Mr. Moore, "when you produce an English Tacitus—he was a most useful little historian—who can write the real story of the war. No one has done that yet. You"—and he spoke slowly, leaning back in his chair "—you English won the war in the first four months. The French didn't win it. And you had Lord Ypres to lead you. He's the greatest soldier you've had in your military history. He's a Wellington!

Pound At Par.

"And, now, you tell me something. How did you get the pound back to par? How did you do it? I think that's marvellous. You know, the French haven't done it—their franc's still worth twopence."

"France," said Mr. Moore, "is dead compared with England."

"And the feeling between the three countries?"

"The feeling is about the same now. And you—there's one thing you ought to do—clear up the mystery about that Naval Pact. You're about half as popular with us as you used to be. The only man who has come well out of it is Hearst, and he's a hero in America."

Mr. Moore smiled. "Why don't you get some one clever, like Winston Churchill, to write it up—an explanation that's not an apology, just the whole story? You know, some of us feel that you and France have come together at our expense.

"Another thing you ought to do," he said, "is to look after your Dominions. Be careful of them. Little Englanders are no good to you. The world isn't run by little things. Free trade within the Empire and a tariff wall round it is your best plan."

MRS. McPHERSON LEAVES EUROPE.

WOMAN EVANGELIST COMPLETES TOUR.

SOUTHAMPTON, Nov. 16th.

Mrs. Aimee Semple McPherson, noted woman evangelist from Los Angeles, completed her European tour to-day as she sailed for the United States on the liner *Columbus*.

Englishmen, according to an interview given by Mrs. McPherson before departure, are the most enthusiastic and demonstrative people she has ever met. All reports of their staid and unexcitable characters are in error, she intimated.

Mrs. McPherson declared that she thoroughly enjoyed her evangelistic tour of Paris and other famed sinks of iniquity.

Questioned with reference to her view on matters in her own home country, the evangelist said that in her opinion America will remain dry.

A group of Mrs. McPherson's followers assembled and serenaded her when she departed on the boat train from Waterloo station.

MY VIEW OF EDUCATION.

BY THE HEADMASTER OF HARROW.

Should a boy be given a general education or be trained specially for a career during his school days? This important question was answered by Dr. Norwood, the headmaster of Harrow, in an interview with a Press representative.

Dr. Norwood believes it to be a common error of modern times for a boy to neglect culture and general education because it appears to have no bearing on the work he hopes to take up in after life.

Why Boys Go To School.

"Boys are at school," he explained, "to get a general education. They are also there to develop, if possible, that aptitude towards knowledge which will make them ready and anxious to go on learning all their lives.

"Special knowledge given while at school is a mistake. That knowledge is best acquired in the vocation itself."

According to the plan of education which Dr. Norwood considers the best, a boy should follow a quite general course up to the age of sixteen. This course would train not only the mind, but the eye, hand, and voice as well.

After that, in the two or three years of public school life which still remain to him, he may well follow those lines of study for which his special capacities fit him. This is the time to lay the foundations of his specialised studies at the university.

"It is no disadvantage," said Dr. Norwood, "to start professional study even later, and the mere fact that a boy has a late start by no means prevents him from reaching the highest standards of the profession.

"In the narrowest sense, there are no specialised classes at Harrow, but most boys at the end of their time follow courses with a special bias."

Most people have an individual opinion of what subjects a general education should cover, but Dr. Norwood gave his conception of it as "the training of eye, hand, and voice at one time—a method described as the three R's!"

"It is a wonderful thing," he said, "to think that these three simple beginnings of education are faculties which are special gifts of human beings, and are not possessed by any other created things.

"The understanding of values is a precious point in education. Without this saving knowledge men and women would look upon money as an end in itself."

The headmaster was definite on the dangers of early specialisation, by which a man often masters one accomplishment to the neglect of general culture.

"From childhood," he said, "a boy or girl should appreciate the beautiful through the training of the eye.

"We cannot all be equally gifted, but those who neglect the cultivation of hand and eye and voice miss a great deal in this life!

ATTEMPT TO BRIBE A POLICEMAN.

FORMER SCOTLAND-YARD EMPLOYEE FINED £25.

Albert Ritwood Broderick, an omnibus driver, formerly a mechanic in the Criminal Investigation Department, Scotland-yard, was fined £25 or two months' imprisonment at Pontypool Police Court for attempting to bribe a policeman. Police Constable Taylor said that a motor-coach plying from Cardiff to London caught fire at Little Mill, and the flames were extinguished by an Automobile Association patrol.

Broderick, the driver of another of the same company's coaches, approached Police Constable Taylor later, it was stated, and declared that the driver of the damaged coach had forgotten to tell Taylor that he had used a chemical extinguisher on the fire before Taylor arrived.

Broderick, it was stated, pressed a coin into Taylor's hand, and said "Have a drink. You know how to make your report." Broderick told Taylor that he was a director of his company, and an ex-member of Scotland-yard.

Broderick, in evidence, said that he wrote a note of thanks to Police Constable Taylor for his services in saving the coach, which cost £2,500, and handed it to him with a pound note as a tip for services rendered, without any corrupt intention.

The chairman said that the Bench were satisfied that Broderick's word could not be taken.

DIARY OF EVENTS.

To-day
(November 28th.)

Launching of T.S.S. *Pingkok* Taikoo Docks, 10.15 a.m.

Hockey: Club *v.* H.K.S.R.A., U.S.R.C. ground, 4.45 p.m.

Football:—Mid-week League: South China *v.* Hung Kui School, P.W.D. Chinese *v.* Police, Lam Long Wan *v.* Ewo Chinese.

Annual Display of H.K. Fire Brigade, Police Headquarters, 3 p.m.

Queen's Theatre: "The King of Kings."

World Theatre: "On Ze Boulevard."

Star Theatre: "The Mystery Club."

Tea Dances: H.K. Hotel, 4.30 p.m.; King Edward Hotel, 5 p.m.

Dinner Dance: St. Francis Hotel, 8 p.m.

Principal Mails:—Outward: Europe *vid* Vancouver and Europe *vid* Siberia (*Empress of France*), 10 a.m.; United Kingdom *vid* Plymouth (*Empress of Canada*), 3 p.m.

Thursday.
(November 29th.)

Hockey: Y.M.C.A. 2nd XI. *v.* K.O.S.B. Sergeants.

Queen's Theatre: "The King of King's."

World Theatre: "The Bugle Call."

Star Theatre: "Don't tell the Wife."

St. Peter's Church Young Men's Club, Dance: Lane, Crawford's Restaurant, 8—12 p.m.

Tea Dance: H.K. Hotel, 4.30 p.m.
Dinner Dance: St. Francis Hotel, 8 p.m.

Friday.
(November 30th.)

Christian Fellowship Meeting, Helena May Institute, 10.30 a.m.

Hockey: Club "A" *v.* H.K.S.R.A. Marina Ground, 4.45 p.m.

St. Andrew's Ball, City Hall, 9.30 p.m.

Queen's Theatre: "The King of King's."

World Theatre: "The Bugle Call."

Star Theatre: "Don't tell the Wife."

Dinner Dances: King Edward Hotel, 8 p.m.; St. Francis Hotel, 8 p.m.

Dinner Dance: St. Francis Hotel, 8 p.m.

Principal Mails:—Outward: Europe *vid* Siberia (*Chenonceaux*), 12.30 p.m.

Saturday.
(December 1st.)

St. Vincent de Paul, Rose Day.

8th Extra Race Meeting, Happy Valley, 2 p.m.

Golf: Captain's Cup, Fanling.

Cricket:—1st Division: Craigengower *v.* Chinese R.C., Civil Service *v.* H.K.C.C., Kowloon *v.* Navy (F). 2nd Division: Craigengower *v.* Recreio, Civil Service *v.* H.K.C.C., I.R.C. *v.* D.B.S. (F).

Football:—First Division: South China *v.* Royal Artillery, Recreio *v.* Chinese Athletic, Club *v.* Navy, Small Units *v.* Kowloon, Police *v.* Queen's. Second Division: South China "B" *v.* Kowloon, Recreio *v.* Small Units, St. Joseph's *v.* K.O.S.B., Royal Artillery *v.* South China "A", Chinese Athletic *v.* Navy, Queen's *v.* University, Eastern *v.* R.A.F.

H.K. Boxing Association 2nd Tournament, Theatre Royal, 9.15 p.m.

Queen's Theatre: "The King of King's."

World Theatre: "The Bugle Call."

Star Theatre: "Don't Tell the Wife."

Tea Dances: H.K. Hotel, 4.30 p.m.; King Edward Hotel, 5 p.m.

Dinner Dances: King Edward Hotel, 8 p.m.; St. Francis Hotel, 8 p.m.

Principal Mails:—Outward: Europe *vid* Marseilles (*Kitano Maru*), 9.30 a.m.; Europe *vid* Marseilles (*Karmala*), 10.30 a.m.; Europe *vid* Siberia (*Luchow*), 6 p.m.

Sunday.
(December 2nd.)

1st Sunday in Advent.
Golf: Captain's Cup, Fanling.

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2 Qts. King George IV Gold Label or Perfection Whisky.
1 Qt. Superb Tawny Port.
2 Qts. St. Julien Claret.
1 Qt. Old Brown Sherry, Black Seal.
1 Qt. Puritan Old Tom or Dry Gin.
1 Qt. Burgundy, Burgoyne's.
1 Phial Pomeranzen Bitters.

No. 2 HAMPER—$34.

1 Qt. Guillemart Champagne.
1 Pt. D.O.M.
1 Qt. Burgoyne's Burgundy.
1 Qt. Martell's XXX Brandy.
2 Qts. King George IV Gold Label or Perfection Whisky.
2 Qts. Tawny Dry Port.
2 Qts. St. Julien Claret.
1 Qt. Puritan Old Tom or Dry Gin.
1 Qt. Vino de Pasto Sherry.
1 Phial Pomeranzen Bitters.

No. 3 HAMPER—$30.

1 Qt. Burgoyne's Burgundy.
1 Pt. Peppermint G.F.
1 Pt. D.O.M.
2 Qts. Superior Rich Old Port.
2 Qts. King George IV Gold Label or Perfection Whisky.
1 Qt. Engrand's XXX Brandy.
1 Qt. Amontillado Sherry.
1 Qt. Puritan Old Tom or Dry Gin.
2 Qts. Medoc Claret.
1 Phial Pomeranzen Bitters.

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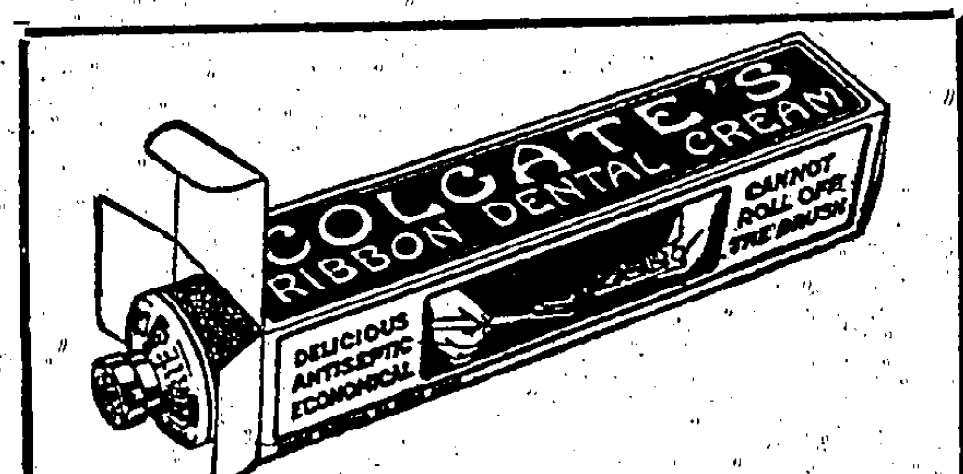

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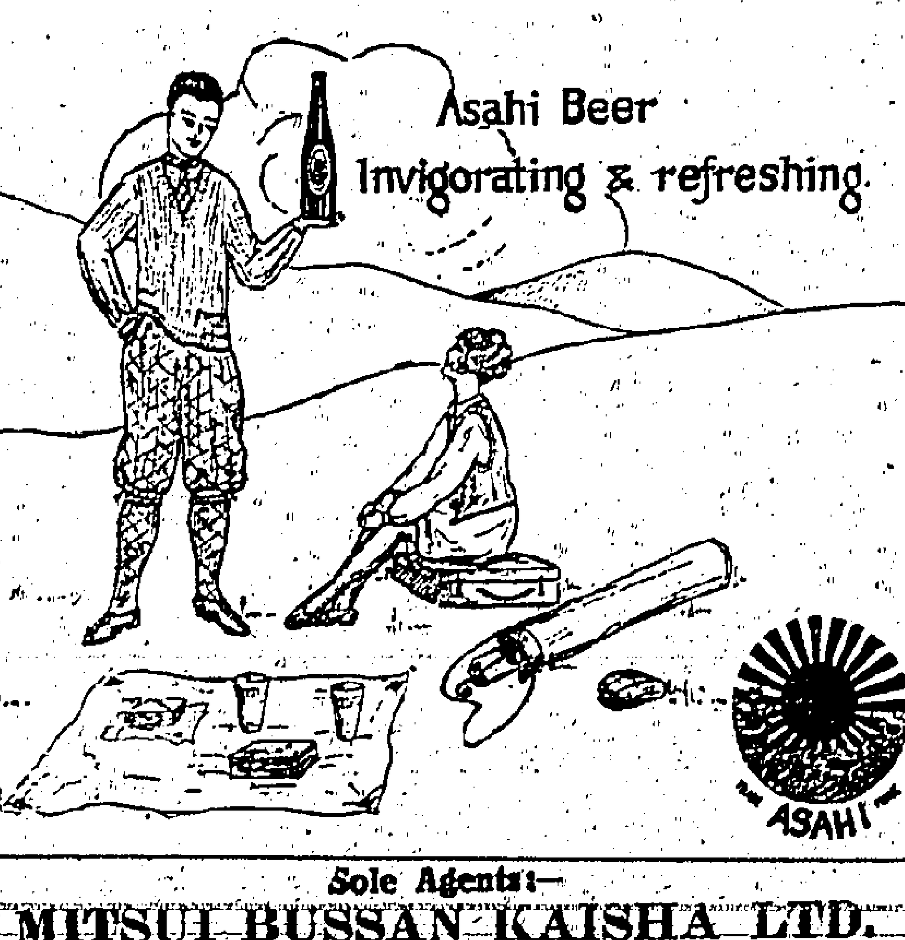

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Money and Markets

HONG KONG BUSINESS REPORTS.

Business done in Hong Kong yesterday in rice, sugar, and other foodstuffs included the following transactions:—

Rice.	Per Picul.
Green Flower Vessel, White Rice, 250 bags	$7.70
Green Double Bird, White Long Rice, 200 bags	8.75
White brand, 2,082 bags	3.56
Red Double peach, White Rice, 208 bags	7.83
Red Seal White long rice, 361 bags	6.64
Black Seal Broken Rice, 44 bags	5.17
Double Star White Rice, 433 bags	7.35
Single Star White Rice, 597 bags	7.12
Red Double Sword White Rice, 700 bags	7.20
Hen Mark White Rice, 255 bags	7.50
Leun Yee White Rice, 418 bags	7.27
Green Elephant White Siam Rice, 557 bags	5.79
Blue Seal No. 3 White Rice, 313 bags	6.72
Green Seal No. 1 White Broken Rice, 55 bags	6.36
Blue Seal White Lrewer Rice, 197 bags	6.66
Blue Seal White broken Rice, 436 bags	6.47
Blue Seal No. 2 White Broken Rice, 222 bags	6.33
Green Seal, No. 1 White broken Rice, 157 bags	6.39
Red Seal, White Broken Rice, 70 bags	6.39

Sugar. No.		Bags.	Per Picul.
20 coarse powdered sugar,		300	$6.95
24	Do.	500	7.33
24	Do.	500	7.33
24	Do.	200	7.40
24	Do.	200	7.33
24	Do.	700	7.33
24	Do.	300	7.33
24	Do.	500	7.35

Miscellaneous.

Bird's tongue Red tea, 500 tins at $0.60 per tin.
Green Tea, 70 bags at $18.00 per bag.
Yellow beans, 100 bags at $6.60 per bag.
Black beans, 40 bags at $7.00 per bag.

CANTON SILK MARKET.

4,597 BAGS EXPORTED LAST MONTH.

Last month's report on the silk trade in Canton states that the silk market was very quiet. No large transactions were done with the foreigners. Compared with September, 1,436 fewer bags were sold. In October, 4,597 bags of raw silk were exported to the following countries:—

	Bags.
France	2,162
U.S.A.	1,886
England	549
Total	4,597

The closing quotations were as follows:—

		Per picul.
Best No. 1.	13, 15, silk	$1,050.00
"	20, 22, silk	1,010.00
"	14, 16, silk	1,075.00
Kwan Kee,	13, 15, silk	1,140.00

CANTON NATIVE COTTON YARN.

The cotton yarn market, was as quiet as usual. A quantity of cotton yarn sent to Fatshan was declared to be of Japanese origin and was seized by the pickets. Trade is slack and prices lower. The following were yesterday's quotations for native yarn in Canton:—

		Per bale.
No. 42.	Five Sons	$548.00
	Butterfly	522.00
	Fu Hi	514.00
No. 32.	Pine Dear	454.00
	Po Tap	440.00
	Double Horse	436.00
	Tin Koon	446.00
No. 20.	Golden City	329.00
	Globe	326.00
	Ho Chao	325.00
	Fui Ting	326.00
	Double Horse	322.00
	Tin Koon	325.00
	Double Horse	327.00
	Tram Cars	315.00
	Ng Fuck	309.00
	Man Clock	325.00
	Shepherd	314.00
	Po Yee	316.00
	3 Stars	316.00
No. 16.	Fu Kwai	304.00
	Globe	307.00
	Man Clock	304.00
No. 12.	Golden City	288.00
	Peacock	287.00
	Po Yee	281.00
	Fu Kwai	284.00
	Tram Cars	277.00
No. 10.	Sailing Vessel	276.00
	Wakened Lion	258.00
	Fairy of Fortune	268.00
No. 6.	Hud How	234.00
	Lion	236.00
	Lion No. 2	194.00

CANTON MARKET REPORTS.

Yesterday's quotations on rice, sugar and flour in Canton are as follows:—

Rice.	Per Picul.
Wo Fung Rice	$ 9.80
Green O Siam Rice	9.90
Red O Siam Rice	9.95
Round Dragon Rice	10.05
Red Bell Siam Rice	9.90
Green Seal Siam Rice	9.90
Black Elephant Rice	9.80
Green Seal	9.90
Green Star	9.45
Three Marks	9.50
Black Seal White Long Rice	8.05
Chai Mi Rice	7.30

Sugar.	Per Picul. Taels.
No. 2 coarse powdered sugar	8.20
" 3 Do.	7.70
" 20 Do.	7.80
" 1 Fine granulated sugar	9.10
" 1 Granulated sugar	10.20
Wai Chow sugar	8.40
Sang Mor sugar	8.00

Flour.	Per Bag.
Man of War	$4.05
Silver Seal	4.15
Banana	4.10
Cheung Luk	4.10
Maize	3.95
Dog's Head	4.50
Dalton	4.50
Cabbage	4.45
Cannon	4.75
Sword of Kwantai	4.35

CANTON STOCK EXCHANGE.

CLOSING QUOTATIONS.

November 27th.

Water Works	$3.10
Electric Power Co.	5.05
Canton-Hankow Railways	0.45
The Sun Co.	63.00
Sincere Co.	8.80
Nanyang Bros. Tobacco Co.	0.45
Canton Tramway Co.	1.60
China Merchant's Navigation S.S. Co.	6.35
Central Bank	4.25

SOVIET NAPHTHA CONTRACT.

RIGA, Oct. 26th.

The *Ekonomiskia Zign* ("Economic Life") states that the Soviet naphtha syndicate has concluded a new agreement with the French concern, Petrosine Francaise, to supply the French market with Soviet naphtha products. The *Ekonomiskia Zign* considers this agreement a victory over the campaign which has been conducted against the Soviets, and the fact that the syndicate has secured the French market is regarded as of great importance for French trade.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

RUGBY, Nov. 26th.

Paris	124.10
Brussels	34.89
Amsterdam	12.07⅞
Berlin	20.35
Copenhagen	18.19
Vienna	34.495
Helsingfors	192¾
Lisbon	108.9/16
Bucharest	805½
Buenos Aires	47.15/32
New York	4.85.1/32
Geneva	25.19
Milan	92.55
Stockholm	18.14
Oslo	18.19
Prague	164¾
Madrid	30.085
Athens	375
Rio	5.29/32
Bombay	1/6.1/32
Yokohama	1/10.29/32
Shanghai	2/7½
Hong Kong	2/0½
Silver (spot)	26⅝
Silver (forward)	26.11, 16

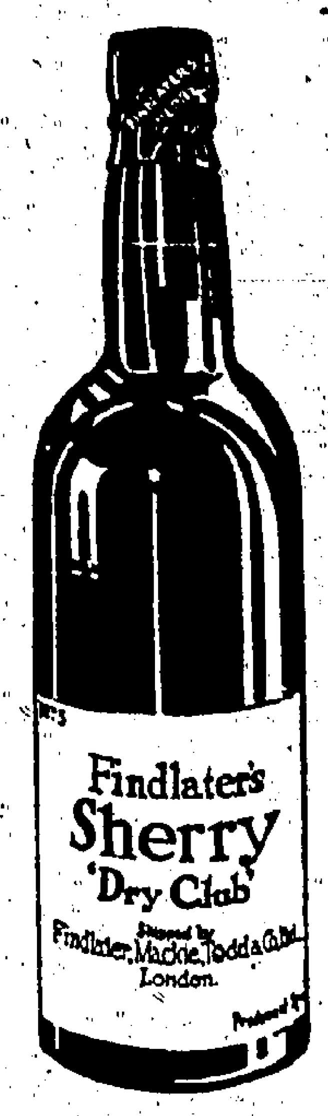
PARIS STOCK EXCHANGE.

The following quotations, current in Paris on November 19th, have been received by the Banque Franco-Chinese which assumes no responsibility for cable mutilations.

	Frs.
Rente 5 per cent. 1915-16	92.20
Rente 4 per cent. 1918	79.20
Rente 5 per cent. 1920 amortissable	109.40
Rente 6 per cent. 1920	106.00
Credit National 5 per cent. 1919	550.00
Credit National 6 per cent. 1921	545.00
Rio Tinto	7,100.00
Tharsis	601.00
Banque de Paris	5,040.00
Société Indo-Chinoise	4,600.00
Charbonnages du Tonkin	13,700.00
Mines de Lens	1,000.00
Mines d'Anzin	2,150.00
Anthracites du Tonkin	1,080.00
Usines du Rhône	3,600.00
Tramways de Shanghai	3,460.00
Tubize 1/Loe ord.	1,470.00
Mex. Eagle	176.00
Actions Priorité Hydro-Electrique du S.E.	960.00
Energie Electrique du Nord de France	1,120.00
Tréfilerie du Havre	586.00
Produits Chimiques d'Alais Froges et Camargue	3,780.00
Penarroya	1,199.00

FINDLATER'S
'DRY CLUB' SHERRY

A LIGHT MEDIUM WINE, WHICH HAS ESTABLISHED ITSELF AS FIRM FAVOURITE IN MANY LEADING CLUBS OF THE WORLD.



Stocked by:—

THE WING ON CO., LTD.
THE SUN CO., LTD.
THE SINCERE CO., LTD.
NAM HING LOONG
SANG TYE
TYE SHING
CHUEN YUEN
KWAN TYE
HUNG CHEONG, *Kowloon.*
THE EMPRESS STORE, *Kowloon.*
RAHIM'S STORE, *Shameen.*

ALSO AT THE PRINCIPAL HOTELS AND CLUBS.

SUGGESTION:—

LADIES APPRECIATE THEIR DINNER BETTER AFTER A GLASS OF FINDLATER'S "DRY CLUB" SHERRY, THAN AFTER A COCKTAIL.

Distributors—GILMAN & Co., Ltd.

NEW YORK STOCK QUOTATIONS.

The following quotations, current in New York on November 19th, have been received by Messrs. Swan, Culbertson & Co., Shanghai, who assume no responsibility for cable mutilations. These quotations are subject to confirmation.

Business done, 5,106,500 shares.
Market closed mixed.

Stock	Previous Price.	Latest Price.
Allied Chem. & Dye (Com.)	234¼	229½
American Can (Com.)	116¼	115¼
American Smelting	284	283¼
American Tel. & Tel. (Com.)	194½	197¼
American Tobacco "B"	180	178¾
Armour & Co. "A"	17½	16¾
Armour & Co. (Ill.) 7% Pfd.	85	83
Anaconda Copper	104¼	103¾
Bancitaly Corp.	127½	127¼
Bank of Montreal	383	383
Barnsdall Corp. "A"	48	48
Bethlehem Steel (Com.)	80½	84¼
Bethlehem Steel, 7% Pfd.	121	121
Brooklyn-Manhattan Transit	68¾	67¼
Calumet & Hecla	45	45¾
Campe Corp.	—	100
Canadian Pacific Railway	232	235¾
Cavanaugh Dobbs	34	33¼
Chicago Gt. West. Railroad	34⅞	34⅜
Chile Copper	67⅞	68¾
Chrysler	131¼	130
Coca Cola	171	170
Consolidated Gas of N.Y.	92¼	92
Coty Incorporated	302	300
Davison Chemical	62¾	63¼
Du Pont de N., E.I. (Com.)	436	Mult.
Eastman Kodak	188	187
Fox Film "A"	97	98¼
General Cigar	60¾	61
General Electric Co.	183¼	183¾
General Motors	212¾	212
General Rail. Signal (Com.)	107	108¼
Gold Dust	115¼	114
Granby Consolidated	81¼	81½
Haygart	83¼	83½
Hudson Motor Car	None	138
Industrial Rayon	84	83¼
International Cement (Com.)	—	49
International Match, Pfd.	99½	99
International Nickel (Com.)	195¼	194¾
International Printers Ink.	49½	49¼
Inter. Products Corp. (Com.)	12½	12½
Inter. Products Corp. Pfd.	None	None
Kelvinator	18¼	18¾
Kennecott Copper	142½	140¼
Liggett & Myers, Class "B"	93	93½
Lorillard Co. (Com.)	30¾	31¼
Mack Trucks	101	102¼
Madison Square Garden	20	19¾
Maytag Co.	28¼	28½
Mengel Co.	34¼	34¾
Missouri-Pacific Ry.	70½	70¼
National Dairy Products	124½	126¾
Pacific Gas and Electric Co.	54¼	53⅞
Packard Motor Car (Com.)	121¾	120⅞
Pennsylvania Railroad	67½	69½
Radio Corporation	301¼	331¼
Reynolds Tobacco, "B"	155	156¼
Sears, Roebuck & Co.	189½	190
Standard Gas & Elec. (Com.)	76	75¾
Standard Oil California	69	69½
Standard Oil of Indiana	87	89½
Standard Oil of New Jersey	54¼	53¾
Standard Oil of New York	38¾	38⅜
Texas Corporation (Com.)	74	73¼
Texas Gulf Sulphur	80⅞	80½
Timken Roller Bearing	150¼	150
Union Carbide	194	193¼
Union Pacific Rail. (Com.)	217¾	217¼
U.S. Leather	55⅞	55¼
U.S. Realty & Imp. Co.	83	80¼
U.S. Rubber (Com.)	38¾	39
U.S. Steel	171¼	170½
Vanadium Corp.	103¼	102¾
Willys Overland Co.	29½	28½
Wright Aeronautical	207¼	206¼

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

NOVEMBER 27TH, 1928.

H.K. Banks	$1,325 buy.
Do., London	£139½ nom.
Chartered Banks	£22 buy.
Mercantile Banks, A. & B.	£34 nom.
Do., C.	£14½ nom.
P. & O. Banks	£9½ nom.
East Asia Banks	$81 buy., 81 sa.
Canton Insurances	$670 sel.
Union Insurances	$359 sel.
North China Ins.	Tls. 160 buy.
Yangtsze Insurances	M. $50 nom.
China Underwriters	$2½ sel.
China Fire Insurances	$230 buy.
Hong Kong Fire Ins.	$780 sel.
Douglases	$38½ nom.
H.K. Steamboats	$28½ buy.
H.K. Tugs	$1.60 nom.
Indo-Chinas (Pref.)	$12½ buy.
Do. (Def.)	$72½ buy.
Shell Transports	118/- nom.
Waterboats	$23½ nom.
Benguets	$2½ buy.
Kailan Mining Admin.	75/- nom.
Langkats (combined)	Tls. 11 nom.
Do. (single)	Tls. 5½ nom.
S'hai. Explorations	Tls. 2.80 buy.
Shanghai Loans	Tls. 3 buy.
Raubs	$5½ buy.
Tronoh Mines	17/6 nom.
H.K. & K. Wharfs	$137 sel.
H.K. & W. Docks	$37 nom.
China Providents	$4.95 buy., 5.10 sel.
Hongkews	Tls. 156 nom.
New Engineerings	Tls. 5½ nom.
Shanghai Docks	Tls. 103 nom.
Ewo Cottons	Tls. 10.85 buy., 13 sel.
Oriental Cottons	Tls. 2.40 sel.
S'hai. Cottons (old)	Tls. 65½ buy.
Do. (new)	Tls. 32½ buy.
H.K. & S. Hotels	$9.30 buy., 9.40 sa.
H.K. Lands	$66½ nom.
Shanghai Lands	Tls. 138 sel.
Humphreys Estates	$15½ sel.
H.K. Realties	$8½ nom.
H.K. Tramways	$19.60 buy., 19½/.65 sa.
Peak Trams (old)	$13 buy.
Do. (new)	$6.30 nom.
Star Ferries	$67½ sel.
China Lights (old)	$12.20 buy., 12.40 sel.
Do. (new)	$12.30 sel.
Do. (1928 Issue)	$12.20 sel.
H.K. Electrics (old)	$53 buy., 53/53½ sa.
Do. (new)	$51½ buy.
Macao Electrics	$26½ buy.
Telephones	$7.30 buy. cum rights
Do.	$5.65 nom. x rights
Do. rights	$3 nom.
China Buses	Tls. 11 buy.
Singapore Tractions	12/- nom.
Do. (Pref.)	19/3 sel.
China Sugars	60 cts. buy.
Malabon Sugars	$22½ buy.
Canton Ices	$3½ nom.
Cements (combined)	$9 buy., 9.30 sel.
Do. (old)	$8½ sel.
Do. (new)	$1.60 sel.
H.K. Ropes (old)	$7.60 nom.
Do. (new)	$7.55 nom.
United Asbestos	$6 nom.
Dairy Farms	$22½ sel.
Watsons	$14 sel.

(Continued at foot of next column.)

Liverish People Need Vichy Celestins

VICHY-CELESTINS is a natural orderly which helps the liver to function normally. Its gently stimulating effect is welcomed in all cases of sluggishness. It clears the blood-stream from all impurities.

Vichy-Celestins is very pleasant to the taste, and may be taken at meals either alone or mixed with light wines or spirits.

The French Natural Mineral Water.

VICHY-CELESTINS

Obtainable at all Hotels, Clubs, Chemists and Stores, or from the

Sole Agents:

The French Store

Beaconsfield Arcade.

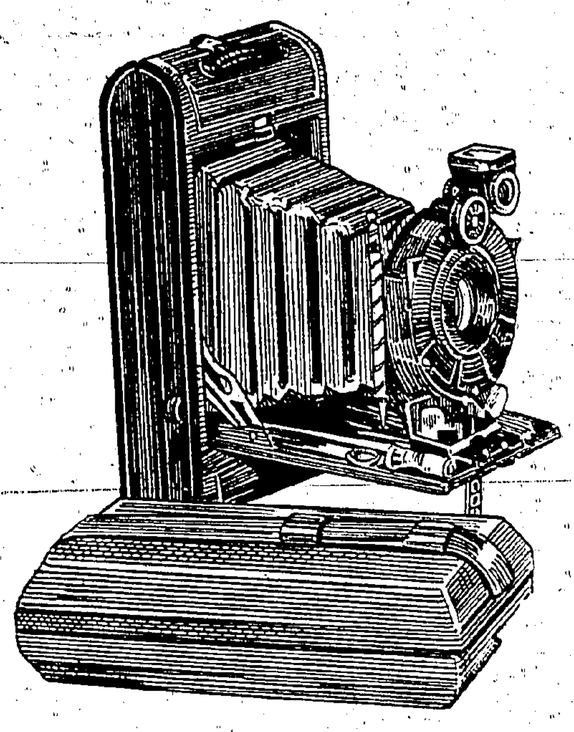
HATS, GOWNS & NOVELTIES.

"Felix."

7, ICE HOUSE STREET, HONG KONG. TEL. C.5294.

Der A Wings	90 cts. buy.
Lane Crawfords	$3.05 nom.
Mackintoshs	$20 nom.
Sinceres	$9½ buy.
Wm. Powells	$3.65 buy.
H.K. Amusements	$28½ sel.
H.K. Constructions	$1½ nom.
B'quo Indus. G.$Bonds	66% buy.
H.K. Govt. Loans	5% prem. sel.

buy.—buyers; sel.—sellers; sa.—sales; nom.—nominal.



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The Season's most acceptable gift.

The Kodak, long established as supreme among cameras, now comes in a new and fascinating form.

Each Vanity Kodak includes a beautifully lined carrying case, giving a choice of five different colours.

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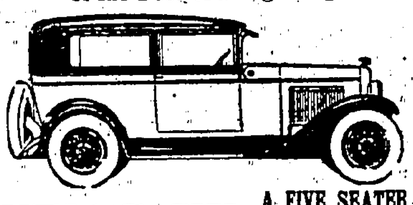
[A.P.B 16]

SOCIETY OF ST. VINCENT DE PAUL

ANNUAL MOTOR CAR DRAW

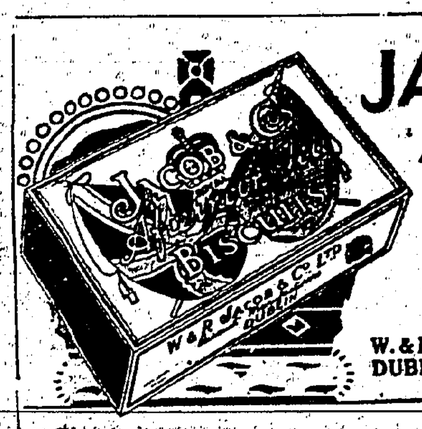
In Aid of the Funds of the Society for the Support of the Poor of Hong Kong.



PONTIAC SIX A FIVE SEATER SEDAN DE LUXE CAR with all the latest refinements.

To be drawn for on the Night of the Society's 45TH ANNUAL AL FRESCO FETE — 9TH DECEMBER, 1928. TICKETS ($3 Each) On Sale at various Clubs, etc., and at the Society's Showrooms at 2, Queen's Road Central, where the CAR and CONSOLATION PRIZES are On View.

HELP HONG KONG'S POOR.



JACOB'S ROYAL AFTERNOON TEA BISCUITS

A daintily tempting assortment that makes tea-time a treat

W. & R. JACOB & CO., Ltd. DUBLIN IRELAND

BRITISH COTTON TRADE DEPRESSION.

ANOTHER DIAGNOSIS.

In an address to the Lancashire section of the Textile Institute in Manchester, Mr. E. E. Canney attempted to make out a case for State aid to the cotton industry. His case was founded on the assumption that the depression in the cotton trade and the other basic industries is due to "the defeat of the whole nation by its war and post-war economic problems," and that the country's policy of deflation has added to industry's burdens a load which, by itself, it is unable to carry. He suggested that the basic industries ought to become "politically conscious," to insist that the Government should compensate them for the special disabilities imposed by the war, and "to estimate the financial assistance required to repair the damage of deflation and to formulate a claim on the nation." He denied that the cotton trade was depressed as a result either of its own deficiencies or of unfavourable conditions of competition, and the general impression which many people would draw from his remarks is that Lancashire's salvation lies in political activity directed towards securing a more even distribution of the material burden of the war between the depressed and the sheltered trades.

The *Manchester Guardian* hesitates to believe that Mr. Canney intended that the leaders of the cotton trade should abandon their attempts to put the mills on a sound financial basis and to organise for greater efficiency in competition in the hope that Government assistance could restore profits and turnover to their pre-war level.

The Case For State Aid.

It is idle to deny the influence of foreign competition and of reckless company flotations on the condition of the industry, and Lancashire, which is now more fully conscious of its own shortcomings than ever before, is not likely to be greatly impressed by any diagnosis of its troubles, or by any suggested cure, which ignores those influences. Those who are most active in attempts to restore prosperity are no more anxious to ask the Government for assistance on such grounds as Mr. Canney suggested than any Government would be to grant it. The *Manchester Guardian* is of opinion that the case for State aid must be based on other grounds. "If the cotton industry has worked out some specific scheme which is capable of reducing the depression in any considerable section, it would be reasonable to seek Government assistance in some form or another, but, even then, we imagine, both the organisers of the scheme and the Government would insist that the assistance, if it took the form of an advance of funds, should be arranged on a business basis, and should not be regarded as compensation for damage which, if real, would defy computation."

JAPAN SUGAR INDUSTRY.

OFFICIAL ESTIMATE FOR NEW CROP.

According to the second crop estimate of Taiwan sugar for next crop year just made public by the Government-General of Taiwan, the production will be larger by 2,056,000 piculs than the actual figure of this year, the figure being 11,584,000 piculs. This indicates that Japan is becoming completely self-supporting in sugar. If the production of sugar in Hokkaido and the South Seas Island is included the total crop will reach 13,774,000 piculs, which compares with estimated consumption of 12,000,000 piculs.

The Taiwan Sugar Manufacturing Company will produce, according to the official report, 3,080,000 piculs next year, Meiji Sugar Company, 2,500,000 piculs, Dai-Nippon Sugar Company 2,230,000 piculs, Ensuiko Sugar Company 1,550,000 piculs, Teikoku Sugar Co. 1,160,000 piculs, Niitaka Sugar Company 525,000 piculs, Showa Company 240,000 piculs, Shinko Sugar Company 131,000 piculs, Saroku Sugar Company 48,000 piculs, Shinchiku Sugar Company 75,000 piculs, and Taito Sugar Company 45,000 piculs.

In addition, Taiwan will have 180,000 piculs of brown sugar, which is not included in the official figure. Besides this, it is reported that Japan will have 2,010,000 piculs of sugar of various kinds for next year, viz. 300,000 piculs of centrifugal sugar and 730,000 piculs of native sugar from Okinawa Prefecture, 120,000 piculs of centrifugal sugar and 40,000 piculs of native sugar from Daito island, 160,000 piculs of native sugar from Kagoshima Prefecture, 280,000 piculs of beet sugar from Hokkaido, 230,000 piculs of centrifugal sugar and 50,000 piculs of native sugar from Saipan of the South Sea Islands.

The official estimate shown above appears to be almost final figures, and no essential modification is expected.

As the estimate for the new crop is very satisfactory, the import of Java sugar will be checked, and very little crude sugar will be imported from Java for re-export to China.

INTIMATE PICTURE OF NANKING.

LIFE VERY DEAR ALL ROUND.

SOLDIERS SMARTER AND MORE ORDERLY.

A Chinese correspondent of the *North-China Daily News*, who went to Nanking a few days ago, found the Nationalist capital greatly changed since his last visit, made during the latter part of Marshal Chi Hsieh Yuan's *régime* as Governor-General of Kiangsu, Kiangsi and Anhui.

First of all, he found it most difficult to find hotel accommodation, practically every room being occupied by some official or some office-seeker. The hotels in Hsia-kuan, most of which are carried on on semi-foreign lines, are full of official visitors from various parts of the country and their retinues. Rooms which, in the good old days, cost a couple of dollars cannot now be had for less than nine or ten dollars. Of course, this is an opportunity for the hotel-keepers and they are taking advantage of the situation to make a little squeeze.

Scarcity Of Houses.

Likewise, there is a scarcity of houses. Everywhere, one sees homes being pulled down but one fails to see buildings being erected in their places, except in a few instances. Houses and shops are being demolished to make room for roadways, which, by the way, are, generally speaking, in a most dilapidated way. Some roads, however, are fairly good and the municipal authorities are doing their best, with the small amount of money at their command, to make the necessary improvements. Speaking of buildings, most of the best have been taken over by the Government.

Everything is considerably dearer now-a-days. Food prices have gone up tenfold and ricksha fares have increased in proportion.

Soldiers Clean And Well Disciplined.

There is a marked contrast between the behaviour of the troops with those of Marshal Chi's time. They were allowed to go about as they wished and to do as they pleased. Now, however, discipline appears to be the word. Instead of the slovenly and unkempt individual one used to meet in the olden days, one notices smart-looking young fellows, neatly dressed and with clean faces. Of course, there are exceptions but, generally speaking, the Nationalist soldier is better off in every way than the soldier of old. They are well behaved and do not look like mutinying, as reported.

A Tone Of Extravagance.

There seems to be a tone of extravagance in Nanking now which was not so marked several years ago, this in spite of General Feng Yu Hsiang's pleadings that there should be moderation in one's mode of living. The olden days appeared to be more sober.

Dr. Sun Yat Sen's mausoleum was rapidly nearing completion and already it was an imposing sight. There appeared to be some question as to the amount which should be spent on this, but from what our correspondent was able to learn the money in this connection already had been earmarked.

It has come to the attention of the writer that many expensive carpets from the former Ministry of Foreign Affairs in Peking and other official buildings have been brought to Nanking—or at least what had been left of them by Fengtien forces. Owing to the fact that the building accommodation at the disposal of the National Government is insufficient to meet requirements, these are said to be lying in the open air, rotting. Likewise, nothing is being done to house the archives of the government.

MARINE UNDERWRITING LOSSES.

The marine accounts of many insurance companies recently published in London indicate the depressed condition of marine underwriting. Ten leading companies which, in 1926, received a premium income of £3,441,305, have, "so far," lost £172,599, equivalent to 5.01 per cent. of the income. The total income for 1926 of 53 companies was £18,500,048, and the net loss was approximately £900,000, or also about 5 per cent. Marine accounts are notoriously difficult to analyse; yet there is ample evidence to show the highly unsatisfactory state of the business. It is too early yet to indicate the results of the 1927 accounts, but it is noteworthy that the first year's settlements and expenses in the cases of 28 companies which received a premium income of £7,708,212 amounted to 43.90 per cent. of the premium income, as compared with 46.04 per cent. for the corresponding settlements on the 1926 accounts. The views of the underwriters given in the issue indicate that, while something has been attempted with the object of putting the insurance of ships on a better basis, the state of cargo business continues generally to be bad. Probably the market is still suffering from excessive size.

HONG KONG POLICE RESERVE.

[ORDERS BY THE HON. MR. E. D. G. WOLFE, C.M.G., CAPTAIN SUPERINTENDENT OF POLICE.]

Police Training School.

Classes for Police Reservists will be held as usual on Tuesday, November 27th, and December 4th, at 6 p.m.

On the same dates at 5.30 p.m. sharp, instructions will be given in the handling and aiming of revolver.

Chinese Company.

INSPECTION PARADE.

All ranks of the Chinese Company will parade at Central Police Station on Thursday, November 29th, for the monthly inspection of Arms, Equipment, etc., by the Company Commander. Fall in at 5.30 p.m. sharp. Dress: Blue uniform, cap with white cover, rifle, belt, side-arms, truncheon, whistles, armlet, badge, "pocket policeman," and note-book to be carried. Those not in possession of uniform will attend in mufti. No member may be absent from this parade without leave from the Company Commander. The equipment officers will make it a point of being present.

SIGNALLING SQUAD.

Class for instruction in signalling under Mr. R. C. Wilson will be held at the Company's Headquarters on Thursday, November 29th, at 6.45 p.m. and Monday, December 3rd, at 6 p.m.

Indian Company.

STRENGTH.

Constable R254 O. S. Ismail has been taken on the strength of the Indian Company as from November 17th. Constables R203 Abdul Aziz and R231 W. M. Mehal are permitted to resign upon completing one full year's service with effect from November 20th.

PARADE.

All ranks of the Indian Company will parade at Police Headquarters on Tuesday, December 4th, for drill under Sergeant Condon. Fall in at 5.30 p.m. sharp. Dress: Blue uniform, belt and cap without cover. No member may be absent from this parade without leave from the Company Commander.

Flying Squad.

The weekly instructional patrol of the Kowloon Section will take place on Tuesday, November 27th. Fall in at the Tsimshatsui Fire Brigade at 5.30 p.m. sharp. Dress: Winter uniform.

The next instructional patrol of the Hong Kong Section will take place on Thursday, November 29th, and all members are requested to attend. Fall in at Central at 5.15 p.m. Dress: Winter uniform.

Sharpshooters' Company.

Revolver practice will be carried out on Kennedy Road Range on Sunday, December 9th, at 10 a.m. Members will assemble at the Range at that time, with belts and holsters with revolver. Uniform optional.

Winter Uniform.

Members of the Chinese Company and members of other units are warned to get their winter uniform ready; those who are not in possession of same will apply to their respective equipment officer.

(Sgd.) D. L. KING, D.S.P. (R),
Adjutant.

Hong Kong, November 27th, 1928.

CIVIL AVIATION IN CHINA.

WUHU PROJECT.

According to the *Eastern Times*, the Wuhu Civil Aviation Company has been formed with a capital of $500,000, of which Marshal Li Chung Jen has subscribed $50,000. An aerial college is to be formed immediately and, as soon as sufficient aviators are trained, aeroplanes will be purchased and the services will begin.

THEATRE ROYAL

Dec. 14th, 15th, 17th, 21st and 22nd at 9 p.m.

MATINEE: Wednesday, Dec. 19th at 4.30.

The Hong Kong Philharmonic Society

Presents

TOM JONES

(By Permission of Chapell & Co.)

BOOK THE DATES.

THE GREATEST STORY EVER TOLD

SPECIAL PRESENTATION

OF THE SUPERB DRAMATIC PRODUCTION

The King of Kings

"I was most favourably impressed. The production is quite worthy of its subject"—
(Fr. John Cooney, St. Thomas' Roman Catholic Church, Wandsworth).

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MR. McI. MESSER CLOSELY CROSS-EXAMINED.

FIFTH DAY OF CARVALHO YEO TRIAL.

"SIGNATURES POSSIBLY OBTAINED BY A TRICK."

MR. JENKIN PRESSES FOR DIRECT ANSWERS.

Yesterday was the sixth day of the trial of Carvalho Yeo, formerly a clerk in the Hong Kong Treasury, who is charged with defrauding the Hong Kong Government of over $260,000 by means of three alleged forged cheques. The numerous spectators in Court followed with close attention the cross-examination of Mr. McI. Messer, Colonial Treasurer, by Mr. F. C Jenkin, Counsel for the defence.

Mr. Messer was searchingly questioned the whole of yesterday. After a long "wrangle" Mr. Messer admitted that the signatures on the alleged forged cheques possibly might have been obtained by means of a trick. Mr. Messer, however, maintained that such an idea had never for a single moment entered into his mind, although that that opinion was held by others because it was obvious that there must be an accomplice in the Treasury to the fraud.

"DON'T PUT ME IN TOO DIFFICULT A POSITION."

The cross-examination of Mr. Messer was a hard duel between two clear headed men neither of whom was "giving anything away." Mr. Jenkin, said to witness in the course of the struggle "Please don't place me in too difficult a position, Mr. Messer. I wish to remind you of what I said yesterday evening," and in *sotto voce*, Counsel added, "The task before me is not a pleasant one."

Questioned as to Tsang On Wing's behaviour in not reporting immediately such an unprecedented occurrence as cheques being missing and numbers altered on the cheque books' covers, Mr. Messer naively replied that his experience of clerks showed that they were not all smart. Sometimes they might report and sometimes they might not. It all depended on a man's mentality. Counsel had to put this question three times, remarking at the same time that the "legal mind might work differently from the Governmental or the Commercial mind."

The case against Carvalho Yeo is being heard by the Puisne Judge, Mr. Justice P. Jacks, sitting in the Chief Justice's Court, with a special jury. Mr. Eldon Potter, K.C., and Mr. H. G. Sheldon are appearing for the Crown and the case for the defence is being conducted by Mr. F. C. Jenkin, instructed by Mr. C. A. S. Russ.

When the case was resumed in the morning, Mr. Potter asked Mr. Messer to produced samples to show the jury how cancelled cheques were pasted to the stubs in the cheque book.

MR. JENKIN CROSS-EXAMINES.

Cross-examined by Counsel for the defence, witness agreed that he had concentrated a certain amount of attention on the case. He was also aware of the evidence given by Mr. Black and Tsang On Wing at the Police Court.

Mr. Jenkin: You did not have any doubt at that time that the case for the defence was that your signature was a genuine one and not a forgery?—There were a lot of suggestions as to what the defence might be. I took it that no defence was disclosed.

Do you say that you had no idea as to the purport of those questions?—It was what I might call "Fishing."

That's a legal phrase?—It might be another sort of a phrase as well. I certainly thought that those questions were asked because they were necessary in a case like this.

"Not Responsible For The Conduct Of The Case."

Mr. Jenkin: Now at the Police Court Mr. Black and Mr. Tsang were not asked anything about their signatures in their evidence-in-chief. Their evidence on this subject was, however, thoroughly brought out in cross-examination. Now there is a marked change in your evidence. You showed the moment you gave your evidence that the signature was not yours and that it was a forgery. Can you tell me why the conduct of the case had been changed?—I am not responsible for the conduct of the case.

Counsel had to put this question again to witness in another form and on not getting the answer he sought said, "Mr. Messer, please don't place me in too difficult a position. I wish to remind you of what I said yesterday evening."

Mr. Jenkin: I suggest to you that the examination of the cheques at the Treasury, in which you took some part, was made because it was known that the issue would be whether the signatures were genuine or forged?—Well, I certainly knew they wanted to test various things about the signatures.

Yes or No. You must have formed some opinion about it?—Certainly.

Faith In Tsang Not Shaken.

Questioned further about the trust placed in Tsang On Wing, witness said that before the case, he had placed implicit faith in Tsang and that his trust up to now had not in the least been shaken. He agreed that he took no steps himself to see that the routine with regard to the bank's pass book was carried out, and that he had always looked to Tsang to safeguard Government interests in everything pertaining to his duties. He would expect Tsang to report anything which might have imperilled those interests, either to himself or to Mr. Black.

In answer to further questions as to the check on Tsang as to whether or not he used every cheque legitimately, witness replied that the account was audited, sometimes once a week and sometimes after two or three months.

Mr. Jenkin: You would, of course, expect Tsang to report to you or to Mr. Black if cheques were missing and numbers altered?—It is impossible to say, it depends entirely on the mentality of the man.

The Mentality Of Clerks.

I put it to you that no stronger circumstances could well be conceived necessitating an immediate report either to Mr. Black or to yourself?—It is very hard to say.

Pressed again on this point, witness said that his experience of clerks showed that they were not all smart and alert. Sometimes they might report and sometimes they might not. It all depended on a man's mentality.

Mr. Jenkin: What amount of tampering with that cheque book would have to take place before you would regard it as Tsang's duty to report it?—If the cheques obviously had been taken out. I cannot be sure that cheques had been taken out of the book merely by looking at it. There is no definite proof that the book had been unbound and rebound.

Mr. Jenkin: Do you not consider that it was Tsang's bounden duty to show you the cheque book "F" which was lying within his arm's length?—There was a misunderstanding.

Now Tsang discovered the three items in the pass book on the morning of January 18th. When did you hear about it?—In the afternoon of the same day, when he asked me if I had other accounts.

Was it before or after Mr. Black had come back from the bank?—I think before.

A chit had come from the bank early that afternoon, did you see that?—Yes.

You noticed on it a series of numbers?—Yes.

To Get Cheques First.

Mr. Jenkin: Enquiry had been made at the Bank as to the wrong debiting of a quarter of a million dollars?—Yes.

A chit had come back from the Bank with certain numbers. Three of them were Treasury serial numbers. I take it that the first thing that was done was to look up those numbers?—The first thing was to look up the register of cheques and see the payees of those numbers, and it was found that they were entirely different people.

Did you look up the cheque books?—Not at that time. The first thing was to tell Mr. Black to go to the Bank.

I suppose you make allowance for errors at the Treasury, don't you? You would have turned to the counterfoil of the cheque book to see if they threw any light on the matter?—That takes time. The first thing was to get the cheques. I sent Mr. Black to the Bank.

Did it or did it not occur to you to look at the numbers which were obviously bank serial numbers?—No, my first step was to get the cheques.

Went As Far As He Could.

Mr. Jenkin: You knew, as a result of the examination of the cheque register, that it was no good looking for these items under the Treasury serial numbers?—No, what I did was to telephone the police and then I got the stubs and had Mr. Tsang in, and then I found from the examination of this cheque book that there appeared to be certain ones missing.

You have gone rather fast for me. I will lead you up to that in due course. I am just on the point now as to when the cheques were brought back. You say that as a result of previous examination you knew that the cheques drawn under the Treasury serial numbers were entirely different?—Different people.

Did Tsang On Wing *then* tell you that he could throw possible light upon this matter because he knew the cover of that book had been altered and thirty cheques were short in each?—He said that two cheque books were received from the Bank with thirty cheques short.

Then?—Yes, at that time. I believe he said that the Bank had sent a book short of cheques. It is very hard to remember the exact words, but what I gathered was that the Bank had sent a short book.

Made No Notes At All.

Mr. Jenkin: I put it to you that the whole of the facts were gone into very fully at the time and shortly after the time it had taken place?—I went as far as I could and then I handed it to the police.

This matter was under the closest investigation, was it not, during the succeeding days?—Certainly.

Not only did you reconstruct in your mind the statements of the different people, but you made very careful notes and memoranda as to your investigation?—I have no notes at all, excepting my report to the Government.

Then you trusted to your memory; you decided that your memory was good and that you could rely upon it?—I left it to the police.

You also got the stubs and you found those three cheques had come out of book "F"?—Yes.

Then and there Tsang told you something in respect of those two cheque books?—Yes.

Would you tell my Lord and the jury what he had told you?—I can't remember the exact words and as far as I can remember Tsang said that cheque books had been sent short from the bank.

If he had said anything at all about the covers of those books having been tampered with, it would have undoubtedly been fixed in your mind?—I am not certain that it would.

You would have at once ordered that the covers be brought to you if they were found?—I can't say definitely.

Cautious Answers.

Counsel put this question again to witness in another form and at the same time remarked that the legal mind worked differently from the Governmental or commercial mind.

Mr. Jenkin: Now, Mr. Messer, you can accept it from me that Tsang had given evidence to the effect that the covers of those books were found after closing time. Having told you that, I ask you, did you or did you not when the cheques were brought to you, send for the covers. I put it to you that you could not have?—The whole thing was to get the police on the track. At that time I did not distrust Tsang because the handwriting was so obviously not his.

I am not discussing whether there was any distrust in your mind and all that. May I put it to you that it is clear that at that interview Tsang said not a word about the covers of the cheque books?—He most certainly did. He said the Bank had sent them short.

Oh, no! Did he say anything about the covers of the book?—I can't say that he did either one way or the other.

If he did and had been frank with you and told you that for the first time the covers of these two books bore altered numbers, I put it to you that you would have sent for them at once? Is it not obvious?—I don't think it is so obvious.

Three Protests At One Time.

Mr. Jenkin: Did you entertain any views as to the possibility of the three cheques being for Government payments?—All I did was to get the cheques to see first. Right away I knew something was wrong. Why?—Because the names were so unfamiliar, and the amounts too large. When you got the cheques did they assist you at all as to whether the payees were foreign to you?—Yes, I knew that no transactions with them could have taken place. I also saw that the writing was not Tsang's and that my signatures were too neat.

Witness went on to say that Tsang On Wing was not at that time writing out contractors' cheques. It was Chung Man Kun who was doing that job.

Mr. Jenkin: Mr. Black's view at the time, I suppose, was that the signature "T. Black" was not his, but looked like his?—Yes.

(Continued on Page 8.)

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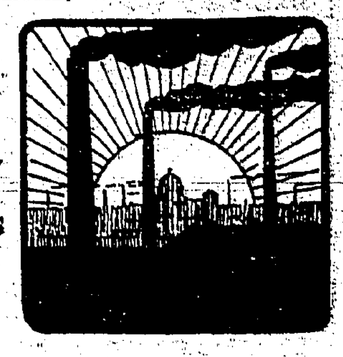

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LI TSAI HSIN REVIEWS SITUATION.

KUOMINTANG DIFFERENCES COMPOSED.

MR. HU HAN MIN'S SERVICES.

DEMOBILIZATION THE CRUCIAL PROBLEM.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, November 27th.

At a largely attended meeting held yesterday morning at the Headquarters of the 8th Army, Marshal Li Tsai Hsin spoke on his recent mission to Nanking. The present situation and the political tendencies in the capital and in Central China were closely reviewed. The plans adopted by the Nationalist Government in dealing with the Communist elements throughout China and the recent dispute between the Central Government and the Nanking Municipal Kuomintang were also commented upon, the Marshal taking the side of the Government. He then went on to praise General Pai Chung Hsi of Kwangsi, saying that he is doing much to bring peace and tranquility to the country at large.

Then the problem of the disbandment of superfluous troops was dwelt upon at length. The Marshal said that two shihs or divisions of troops are enough to preserve peace and order in the Liang Kwang Provinces. He criticised military leaders who repeatedly said that they would disband their superfluous troops and did not actually carry out their promise. Unless the high sounding plans for army reduction are actually put into execution, he averred, danger lies ahead. The Marshal finally touched upon the problems of Szechuan and Sinkiang. The speech throws considerable light on the China situation in general and on the Liang Kwang situation in particular. A free translation of the speech is in part as follows:—

CONFUSION IN THE KUOMINTANG.

"Prior to the establishment of the five Yuans the Kuomintang was in utter confusion. Disputes and dissensions among the leaders of the Party were manifest everywhere. The outlook was dark and it appeared as if the Nationalist Party was breaking up. A group of so-called leaders of the Kuomintang, evidently under the influence of the Communists, were creating a great deal of trouble in attempting to realize their selfish aims and desires. Disputatious arguments, disagreements and rancor were the order of the day. Numerous small units, like "The Big Revolutionary League," "The Young People's Association," and so forth, were organized by groups for the purpose of attaining their aims. In all the large northern cities like Shanghai, Peiping, Nanking, Wusuh, Kiang Yin, these deplorable conditions existed. In Shantung the unruly elements even went so far as to bind hand and foot some of the Kuomintang directors and sent them to Peiping to see Marshal Chiang Kai Shek. Old and faithful members of the Party were ruthlessly attacked and branded as too old to be of any use to the country.

"Happily Mr. Hu Han Min came back from abroad at an opportune time. Through his mediation the Nationalist Party was saved from rupture and the unruly elements were finally eliminated from the political arena. It is now on a firm and unshakable basis. Henceforth many beneficial results may be expected from the Kuomintang."

TROUBLE WITH MOHAMMEDANS.

As regards the military aspect of the northern situation, Marshal Li has nothing but praise for General Pei Chung Hsi, his friend and colleague. The Marshal said that the General has done much to bring about the consummation of the Nationalist Revolution. He is now contemplating the despatch of a military expedition to Sinkiang where there has been of late a great deal of trouble and appalling massacres in quarrels between *Mohammedans and people of other creeds.* The Marshal said that over eighty per cent. of the population of Sinkiang are Mohammedans. As General Pei Chung Hsi is himself a Mohammedan, he is, according to Marshal Li, the right man to deal with the religious problem there.

But our correspondent has learned from conversation with several prominent men in the city, that many people disagree with Marshal Li's view in this respect. They say it would be better for the Nationalist Government to send a non-Mohammedan to Sinkiang to pacify the religious fanatics, for a Mohammedan will always be partial to Mohammedanism.

ROUND THE POLICE COURTS.

MAN WANTED BY CANTON.

SON'S BONES SENT IN BAG TO HIS FATHER.

Proceedings opened at the Central Magistracy yesterday for the extradition of a Chinese on charges of kidnapping and holding for ransom two young sons of a money changer at Canton.

In outlining his case, Mr. H. Somerset Fitzroy said that the defendant was in the employ of a man named Lung Wei Man as a cook. On June 24th, 1926, the two sons of Lung went to school. In the afternoon the defendant fetched the boys from the school and took them to a house where they were chloroformed. One of the boys was taken by launch to a distant village, where he was kept as a prisoner while the ransom was discussed in letters written to the father.

The victim was imprisoned for a whole year and was released after payment of a ransom of $9,000. Nothing was heard of the other boy, but a bag of bones said to be the remains was sent to the father at the same time.

Further hearing was adjourned.

SPEEDSTER TO PAY $75.00 DAMAGES.

A Chinese public vehicle driver was fined $25.00 by Major C. Willson at the Central Magistracy for driving at 40 miles per hour and colliding with Mr. A. G. Everet's car which had been left outside the Sailor's and Soldier's Home, Praya East. The defendant was also ordered to pay $50.00 compensation for the damage to Mr. Everett's car.

"FINDERS ARE NOT KEEPERS."

A Chinese who was charged before Mr. E. I. Wynne-Jones at the Kowloon Magistracy with being in unlawful possession of five jute sacks told his Worship that he found them near the Mongkok Ferry Wharf. The Magistrate imposed a sentence of two weeks' hard labour and pointed out that "finders were not keepers."

GEESE FIRST, THEN PIGS.

An unusual feature of a case at the Central Magistracy yesterday when a Chinese was charged with larceny of two young pigs was that the animals were motionless and appeared to have been doped with opium. The police officer asserted that shake them as he would it was impossible to get a squeal out of them. The defendant denied the accusation, stating that he fed the animals with salted fish and rice, such as he would eat himself. A previous conviction being proved against the defendant of stealing geese, he was sentenced to two months' hard labour.

CHEN MING SHU'S BIG POST.

ACCEPTS CHAIRMANSHIP OF KWANGTUNG COUNCIL.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, Nov. 27th.

General Chen Ming Shu has finally consented to become the Chairman of the Kwangtung Provincial Government. It is learned from official circles that the General will assume office on the first of next month, that is, this Saturday. But this date is not altogether certain, for the General is still in the hospital, suffering from intestinal trouble. It is thought, however, that he will be out of the doctor's hand by Friday or Saturday.

In addition to being the Chairman of the Provincial Council, the General will concurrently be the Commissioner of Civil Affairs. It will be recalled that Mr. Liu Tso Fu, the present Commissioner, has resigned owing to ill-health. It is not known with certainty whether there will be any change made in the personel of the Provincial Government, in view of the definite acceptance of the chairmanship by General Chen.

FIRST CHURCH OF CHRIST, SCIENTIST, HONG KONG.

THANKSGIVING SERVICE.

The annual Thanksgiving Service of First Church of Christ, Scientist, will be held in the church edifice, Macdonell Road, to-morrow, Thursday, at 5.30 p.m.

In accordance with the Manual of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass: U.S.A., the service will include selections from the Bible and correlative passages from the Christian Science text-book, "Science and Health with Key to the Scriptures," by Mary Baker Eddy.

A portion of the service will be devoted to testimonies of healing and benefits received through the application of Christian Science.

The public is cordially invited to attend.

SUPPLEMENTARY VOTES.

A SUM OF $147,732 REQUIRED.

TO-MORROW'S MEETING OF FINANCE COMMITTEE.

SIDELIGHT ON THE COST OF AN INADEQUATE WATER SUPPLY.

Owing to the water-shortage pumping had to be commenced earlier than usual this year from Tytam Tuk, and already the charges for coal show an increase of $20,000 over those of 1927.

The supplementary votes which will be considered by the Finance Committee at their meeting tomorrow (Thursday) afternoon total $147,732. The details are as follows:—

Water Meters.

To purchase and install additional water meters at Kowloon...$12,500

The provision of $30,000 already made has been practically exhausted. These meters produce revenue and to date 675 new meters have been fixed in Kowloon this year, as against a total of 506 and 582 in 1926 and 1927 respectively. There are 200 applications outstanding at present and further applications are received almost daily. The supplementary vote now requested will enabled a further 250 meters to be supplied and fixed. The revenue from excess consumption of water in Kowloon was $96,954 in 1926, and $133,460 in 1927. During the first six months of the present year it was $94,235.

Waterworks Maintenance.

To meet maintenance charges to the end of the year $25,000

The provision in the estimates was $255,000. As stated, pumping charges (coal) alone show an increase over last year of more than $20,000 owing to two months extra pumping required. General maintenance charges also have been considerably higher, owing to the long period of restriction necessitating considerable renewals of rider mains which are now getting very old. Street fountains, which have not been in operation since 1923, also required reconditioning before they could be brought back into operation.

Motor Lorries, running expenses $1,200

The provision made in the estimates, and during the year, amounted to $25,000. The account, however, has been debited with approximately $600 in respect of motor water carts specially employed to carry nullah and well water owing to water shortage. The remaining $600 is necessary to cover all anticipated running costs for the year.

Gratuities.

Death Gratuities $7,050

Mr. M. J. D. Alves, late Class II. Clerk, Imports and Exports Department, retired on pension on August 12th, 1928, after 20½ years' service and died on September 26th, 1928.

In accordance with usual practice it is now proposed to pay to his widow the equivalent of one year's salary less the amount of pension drawn, viz., $2,649.50.

Mr. R. C. Witchell, Senior Inspector, Sanitary Department, died on October 10th, 1928, after 28 years' service. It is proposed to pay to his estate the equivalent of one year's salary (£440).

Fire Station, Praya East.

Removing and re-erecting tower, petrol store, etc. $3,000

A portion of the temporary Wanchai Fire Brigade Sub-Station encroaches upon an area of the Praya East Reclamation reserved for a road. In view of the approaching completion of the Reclamation it is necessary to remove the greater part of the encroachment and, the vote is to cover the cost of transferring the structures on the area in question to the opposite (west) side of the Staion.

Kowloon Junior School.

Conversion of "Parkside" for school purposes $13,000

In view of the intended re-occupation by the Military Authorities early in 1929 of the Gun Club Hill premises at present used for Kowloon Junior School, it is proposed to remove the school to "Parkside," a Government house in Kowloon formerly allotted as residence to the Manager of the Railway. The cost of converting "Parkside" for school purposes is as follows:—Latrines and covered way, $3,000; Sundry internal alterations and general overhaul, $5,000; Surfacing to playground, $1,000; furniture, $4,000. No other premises will be available and it is therefore necessary to carry out the work this year as the school reopens early in January.

(*Continued on next Column*).

ANNUAL BROWNIE COMPETITION.

2ND KOWLOON PACK THE WINNERS.

Last Friday, the Annual Brownie Competition was held in the grounds of Government House.

Six Packs competed for a "Totem" which may be held by the winners for one year.

The competition was comprised of various parts of the Brownie training, and after some very interesting contests the 2nd Kowloon Pack (Diocesan Girls' School) were declared the winners, closely followed by the 4th Hong Kong (St. Paul's Girls' School), and the 2nd Hong Kong (Garrison School).

Mrs. Doyle in charge of the winning Pack, assisted by Miss P. Anderson, is to be heartily congratulated on such an excellent result, as this very keen Pack has had less than a year's training.

The First Chinese Pack.

So also is Miss Mackie, assisted by Miss Covsh, whose Pack, drawn from St. Paul's Girls' School, only came into existence on February 21st of this year. It is the first Chinese Pack to be formed in the Colony, and it is an excellent start for them to have gained second place in the Annual Competition during their first year of training.

Miss Luard, who is in charge of the 2nd Hong Kong Pack (Garrison School) gaining third place in the competition, also deserves a word of praise as although this Pack is one of the oldest in the Colony, the Brownies seldom stay for more than a year or so before they move on with their parents to another part of the Empire, and this makes the training of this Pack a very difficult proposition.

At the end of the competition, Mrs. Southorn very kindly invited all the Brownies, numbering about 120, to tea as well as a large number of interested spectators consisting of many parents of the Brownies, and members of the local Girl Guide Association.

Police Force Passages.

Passages $32,000

The provision made in the estimates was $100,000. Owing to an increase in the number of recruits from England and of destitutes and banishees for whom passages have had to be provided locally the vote has proved insufficient.

Rent Allowances.

Rent allowances, Senior Officers $17,000

The provision made in the estimates was $72,000. The cost of the service, however, was underestimated. The vote has been exceeded by $879.95 and it is expected that a further sum of $16,000 will be required to meet expenditure for the months November and December of the current year. In the draft estimates for 1929 the vote has been increased to $95,000.

Medical Department.

Fuel and Light $5,000

The provision made in the estimates was $40,500.

The number of patients at the Victoria Hospital, Kowloon Hospital, and Maternity Block of Government Civil Hospital has increased by over 50 per cent., 25 per cent. and 10 per cent. respectively. In addition the price of coal has increased by $4.75 per ton. It is estimated that a further sum of $5,000 will be required to meet the expenditure till the end of the year.

Provisions $8,000

The provision made in the estimates was $118,000, but this amount was exceeded owing to the increased number of patients in the Government hospitals as shown above.

Lightning Conductors.

Lightning conductors to Government Buildings $1,200

During the thunderstorms in August last Nos. 155 and 160, The Peak, were struck by lightning and certain chimneys damaged. To provide as much protection as possible it is considered desirable that lightning conductors should be fixed to Government Buildings. It is proposed to equip Nos. 152-3-4-5-6 and 160 The Peak this year. No funds are available and a supplementary vote is therefore requested. The work of equipping other buildings will be proceeded with in 1929 as found necessary and as funds permit.

Purchase Of Grab Dredger.

Grab Dredger $8,949

As the Priestman Grab Dredger is no longer required for Praya East Reclamation work tenders for its purchase have been invited in the *Government Gazette* and in the public press, but none have been received. The need for an additional Government dredger was recognised last year and provision was made in the estimates for 1928 for the taking over of the Priestman Grab Dredger if it became available.

In the absence of tenders a valuation has been obtained from a private firm of engineers. This valuation, viz., $30,948.48 exceeds the vote by $8,948.48 and a supplementary vote for the excess is requested.

A supplementary vote of $2,500 is also required to cover the expenses of working the dredger to the end of the current year.

TOWN TOPICS.

Trade Associations; The Proposed Control Over Money-lenders; Local Tramways.

[BY R. E. PORTER.]

Another Trade Association Proscribed.

It is gratifying to learn from a news item recently appearing in these columns that the Government has proscribed another so-called trade association. The latest to come under the Government's ban is the Cha Kui Tsung Kung Wui, or Tea-house Employees Association. The police raided the premises the other night, and everything found in the house was carted away in motor-trucks.

Since the Chinese workmen have taken to banding themselves together under the names of unions or guilds, many impostors have caused much mischief throughout the length and breadth of China. Not only have foreigners suffered since the inauguration of these bogus trade unions, but Chinese employers have suffered to a greater extent. Marshal Li Tsai Hsin has done well in exterminating these so-called unions in Kwangtung, and the local Government achieved much when it closed down the old Chinese Seamen's Union. The Tea-house Employees' Association was no more than a band of blackmailers and rowdies, and it is a relief to know they are now non-existent.

A Check On Money-lenders.

The proposal Bill drafted to serve as a check upon the usurious practices of local money-lenders will, if passed, come as a boon to those who, by force of circumstances, have to borrow from these Shylocks.

In these columns I have already exposed some of the sharp practices of the Indian money-lenders. The proposed Bill will be a check to some extent, but not to a degree which the wily usurious gentlemen will not be able to get over. Supplying the borrower with a duplicate of the note signed is, to my mind, not a check at all. What is there to prevent them from lending say, $100, and asking the borrower to sign for double the amount in both the original and duplicate notes? The obvious answer will be:—"If the borrower wants to do that, it is his own funeral."

This is easily said, but what is the borrower to do when he finds himself in a tight corner? There are not many firms in the Colony who will advance a hundred dollars or so to put their employees on "easy street," and some firms go so far as to dismiss an employee when there is the slightest rumour that the man is financially embarrassed. The poor man has no alternative but to place himself in the clutches of the money-lender, if only to save his job.

The best plan, I think, would be that whenever a stamped promissory note is applied for by any licensed money-lender, he should be compelled to bring the borrower to the Stamps Office, and there and then sign the note in the presence of a clerk, the amount corresponding to that mentioned in the note being paid over on the spot. This would ensure the borrower getting the actual amount he signs for. This procedure, of course, would entail a little extra work to the Stamps Office, but that difficulty can easily be overcome by increasing the charge to money-lenders by another dollar, and with the proceeds an extra clerk could be employed specially for the job of witnessing notes.

The Tram Service.

I note with pleasure that there had been two letters in the *Daily Press* recently supporting what I had already advocated, namely that the Tramway Company should reduce the charge for monthly tickets. It is absurd to charge $10 a month for a service which runs practically on two routes.

The depreciation of this Company's shares bears testimony to the fact that people are always on the look-out for comfortable and cheap means of conveyance. It will do the Company more good than harm if the price of the monthly tickets be reduced forthwith, and holders of such tickets should also be allowed to travel on the Company's buses if they wish.

Another matter which the Company should deal with is to cease collecting that extra ten-cent piece from ticket-holders after midnight. Much dissatisfaction has been caused by this rule, and the sooner it is abolished the more amiable ticket-holders will feel towards the Company.

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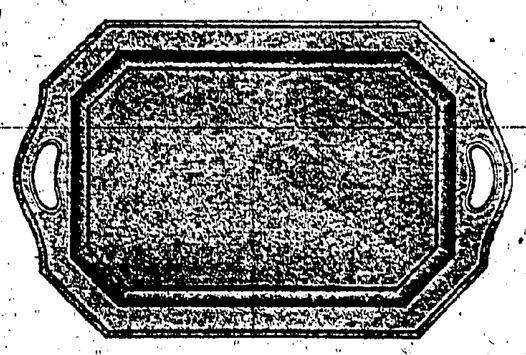

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NEW ADVERTISEMENTS.

G. R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 3RD DAY of DECEMBER, 1928, at 3 P.M., at the Offices of the Public Works Department, by Order of HIS EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at Mong Kok Tsui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of HIS MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rental.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Kowloon Inland Lot No. 2157.	At junction of Nathan Road and Bute Street.	As per sale plan.				About 7,130	82	16,040

[7031

G. R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 3RD DAY of DECEMBER, 1928, at 3 P.M., at the Offices of the Public Works Department, by Order of HIS EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at Prince Edward Road, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of HIS MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rental.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
2	Kowloon Inland Lot No. 2158.	Price Edward Road, Kowloon.	As per sale plan				About 193,200	1,304	64,600

[7032

G. R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 3RD DAY of DECEMBER, 1928, at 3 P.M., at the Offices of the Public Works Department, by Order of HIS EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at Mong Kok Tsui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of HIS MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rental.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
3	Kowloon Inland Lot No. 2161.	Junction of Arran Street and Reclamation Street.	As per sale plan				About 2,076	24	3,114

[7033

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INTIMATIONS.

NOTICE.

THE HONG KONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that Certificate No. 12546 for 50 Shares (NEW) Numbered 431810/431859 issued on 3rd JULY, 1928, in the Name of TANG SUI LAM has been declared LOST and should the Same not be produced before the 5TH DECEMBER, 1928, it shall be deemed CANCELLED and of NO EFFECT.

GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 19th Nov., 1928. [7008

HONG KONG JOCKEY CLUB.

THE EIGHTH EXTRA RACE MEETING will be held (Weather Permitting) at HAPPY VALLEY on SATURDAY, 1ST DECEMBER, 1928, Commencing at 2.00 P.M.

The First Bell will be Rung at 1.30 P.M.

The Charge for Admission to the Public Enclosure will be $1.00 for all Persons including Ladies.

Soldiers and Sailors in Uniform Half Price.

Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure.

Each Member has the right to introduce 2 Non-members to the Members' Enclosure, Tickets for whom can be obtained from Messrs. LINSTEAD & DAVIS, at $5.00 Each, Up to FRIDAY, 30TH NOVEMBER, 1928.

The Charge for Admission for Ladies to the Members' Enclosure will be $2.00. Each Member can obtain, upon Application to the SECRETARY, Badges for Admission of 2 Ladies Free of Charge.

Bookmakers, Tic Tac Men, etc., will not be permitted to operate within the Precincts of the HONG KONG JOCKEY CLUB during the Race Meeting.

N.B.—Attention is drawn to a Change in Routine at above Meeting. Horses entered for Races will not bear Distinctive Numbers in the Race Book as heretofore, but Starters as they are weighed out will be Numbered Consecutively, and such Numbers exhibited on the Board. All Horses starting in a Race will display a Saddle Cloth bearing a Number corresponding to the Horse's Board Number and such Number will also apply to PARI MUTUEL and CASH SWEEP TICKETS. [7024

THE HONG KONG BOXING ASSOCIATION.

SECOND TOURNAMENT OF THE SEASON.

SATURDAY, 1ST DECEMBER, AT 9.15 P.M. AT THE THEATRE ROYAL.

MAIN EVENTS:

10 Round Lightweight Contest.

L.S. HALL (H.M.S. *Titania*)
v.
A.B CASTLE (H.M.S. *Cumberland*)

10 Round Welterweight Contest.

MARINE FRASER (H.M.S. *Tamar*)
v.
A.B. SAUNDERS (H.M.S. *Seraph*)

AND

Five Six Round Contests.

BOOKING AT MOUTRIE'S:—

Members:—WEDNESDAY AND THURSDAY, 28TH AND 29TH NOVEMBER.

General Public:—FRIDAY & SATURDAY, 30TH NOVEMBER & 1ST DECEMBER.

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BIRTH.

GRAYBURN.—On November 26th, 1928, at the Peak Hospital, the wife of V. M. GRAYBURN, of a son. [7034

MARRIAGES.

BLAKE—WILLIAMS.—At St. John's Cathedral, Hong Kong, on Tuesday, November 27th, 1928, by the Right Rev. the Dean of Hong Kong (the Rev. Alfred Swann), DENIS HENRY BLAKE to ELIZABETH OWEN WILLIAMS. [7036

BUCK—BRIDGE.—On November 20th, at Shanghai, ARTHUR WILLIAM BUCK, son of Mr. H. J. BUCK, and the late Mrs. BUCK, of Ipswich, England, to OLIVE MAE BRIDGE, daughter of Mr. and Mrs. T. J. BRIDGE, of Vancouver, B.C.

HALL—TARLING.—On November 21st, at Shanghai, the Rev. THOMAS WARD HALL, M.A., son of Mr. and Mrs. ALLAN H. HALL, Mottram, Cheshire, to DORIS KATHLEEN, daughter of the late Mr. J. H. TARLING and Mrs. TARLING, London.

DEATH.

GILMOUR.—On November 19th, at Shanghai, ARCHIBALD GILMOUR, aged 44 years.

Hong Kong Office: 11, Ice House Street.
London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, NOVEMBER 28TH, 1928.

"SQUEEZE."

WHEN Chinese officials give up their practice of "squeezing" the merchants the millennium, as far as trade in China is concerned, will have arrived. We do not expect to live to see those days, but we did not anticipate that illegal exactions would increase, rather than diminish, under the enlightened administration of Marshal LI TSAI HSIN and the Nationalists in Canton. There is no doubt, however, that the burdens the poor people have to carry have become almost unbearably heavy during the past six months, and unless there is some appreciable lightening of the load a climax will soon be reached and there will be a revolt. As we have already pointed out, trade this year has not revived and developed as it should have done, although the South has enjoyed a period of peace, and comparative tranquillity and upon every side the explanation is the same. Prices everywhere are high because the taxes, sometimes legal but chiefly illegal, which goods have to pay, render business transactions difficult and frequently impossible. Prosperity will never be reached by this road, and the Canton authorities would do well to give up their recently started fad of bathing the mendicants—although admittedly an occasional bath will do these unfortunate people a world of good—and concentrate their attention upon ways and means of providing them, and the other unemployed, with some sound prospect of earning their own living.

A week or so ago our Chinese correspondent provided us with the details of an amazing example of corruption and extortion on the part of *likin* officials of the West River. A sampan load of firewood, estimated to be worth $4,000, had to pay over $2,300 in taxes on its way from Dosing to Canton. At every little port the *likin* collectors demanded tribute. It was of no use the owner protesting. His complaints were met with threats and permission to continue the journey was absolutely refused until the money was paid, and it had to be paid without anything in the shape of a receipt being given in return. No wonder the price of firewood in Canton is exorbitant and entirely out of the reach of the poorer classes. What advantage is there in giving the beggars free baths and schooling and depriving others of the opportunity of purchasing the fuel necessary to keep themselves warm in winter? But this is only one instance of a regular procedure. It could be multiplied in a thousand cases and to cover every branch of commercial and industrial activity. It is the root cause of the trade stagnation which is now leading to the misery and suffering of thousands among the Chinese population, and it will not be cured by philanthropic endeavour or works of charity.

Yesterday we had the pleasure of announcing the arrest of one of these *likin* farmers. He was trapped by a well-prepared scheme under which a Government official was sent down the river in the guise of a trader. The goods he had with him were taxed "according to custom," but in this case the matter was immediately taken up by headquarters and the farmer is now in prison faced with the extremely difficult task of rebutting evidence of illegal extortion which, we should imagine, must be overwhelming. Following the arrest a Government notification has been circulated complaining that there is absolutely no standard for the assessment by *likin* collectors. This, of course, is stale news. The abuses have been evident to all merchants for months past, but there may possibly be a grain of comfort in the official denunciation of such abuses as "worse than banditry" and in the promise that offenders now caught "will be severely dealt with." Complaints have been innumerable in the past but, as far as are aware, until a few days ago no action was taken by the responsible Government department. If the latest arrest means more activity on the part of the military and police and a greater readiness to investigate impartially charges of corruption on the evidence which can be provided by all merchants there may be some hope of trade improvement.

The total output of the Kailan Mining Administration's mines for the week ending November 10th amounted to 94,839 tons, and the sales during the period to 75,308 tons.

Dumping of dead bodies in various parts of the Colony and in the harbour continues. Police reports yesterday recorded six cases, the majority of them children who showed signs of having died of small-pox.

Admiral Li Fong, head of the West River Command, has called a meeting of his staff and other commanders recently, to discuss methods for the prevention of piracy during the coming season. It is his aim to leave no loophole for any further disorder.—*Canton Gazette*.

The Aircraft Carrier, H.M.S. *Hermes*, was to have sailed on a Southern cruise last Monday, but was obliged to stay in port owing to the presence of the typhoon. The flagship of the China Station, H.M.S. *Kent*, left Kasakabe for Shimizu last Monday, while H.M.S. *Berwick* arrived at Yokohama the same day from Osaka.

Since the formation of the Asylum For the Poor by the Canton Municipal Government, flocks of these unfortunate ones have been admitted and given work besides board and lodging. Investigation has revealed that the institution has now about two thousand inmates, among whom, are nearly 1,000 old persons of both sexes, about 600 cripples, and about 300 young folks. The work is being carried out very efficiently.—*Canton Gazette*.

It is reported that among a group of escaped convicts from the French penal settlement of Guiana who have arrived at Carnacas (Venezuela) is the notorious Dr. Bougrat, given a life sentence for the murder of a cashier at Marseilles. France has no extradition treaties with Venezuela, Mexico, or Brazil, which have become the sanctuary of many criminals upon whom the French police would like to lay their hands. If the news is true Dr. Bougrat is therefore quite safe.

Here is another case of truth being stranger than fiction. Alfred Frederick Williams called at the house of Detective Beer, of the Brighton Police force, and said: "My feet are wet; have you a pair of boots?" Detective Beer surprised Williams by replying: "No, Williams, but I have a warrant for your arrest." Williams was subsequently sentenced at Brighton Police Court to six months' imprisonment for embezzling £3 3s. belonging to his employers, a local firm of tailors.

The death took place on Monday of Mrs. Theodolina Vicencia Ribeiro, at No. 7, Gordon Terrace, Kowloon. The deceased was 64 years of age and an old and respected member of the local Portuguese community. Mrs. Ribeiro is survived by her only son, Mr. L. G. Ribeiro, the export manager of Messrs. J. M. Rocha & Co., to whom much sympathy is extended. The funeral took place yesterday evening at the Roman Catholic cemetery, many relatives and friends of the deceased being present.

The Scots Year Book for 1928-29, of which we have received a copy, shows an advance on earlier issues. The section devoted to "Recent Books of special interest to Scots" has been considerably extended, and is one of real interest. There is a world list of more than 1,200 Scottish Societies—the interests of which it is the purpose of the Year Book to foster; and a chronological list is given of the meetings of Scottish Associations in London. The illustrations are numerous and interesting and, altogether, the Year Book is well designed to achieve its aim—the fostering of the best Scottish traditions in all parts of the world. The price of the book is a modest shilling.

In the United States there are about 6,000 miles of air routes which are provided with beacon lights not more than 10 miles apart, and illuminated intermediate landing-fields 30 miles apart. The beacon lights are erected on steel towers about 70 feet high, at the bases of which are chrome yellow arrows 56 feet long which indicate the line of flight. For daytime identification the number of the beacon is painted in black on the arrow. The beacon develops a beam the intensity of which is about two million candle-power. Its axis is elevated about two degrees above the horizontal and it makes six revolutions per minute. The intermediate landing fields usually have two landing strips at right angles to one another, each of them being about 500 feet wide and 2,000 feet long. The boundaries of the landing strips are marked out by white lamps; green lights mark the favourable approaches, and lamps in red globes are mounted on all neighbouring obstructions. Successful experiments have been made on controlling landing field floodlights by switches actuated either by the noise of the aeroplane or by a whistle of distinctive tone sounded from the aeroplane.

WEDDING.

MR. D. H. BLAKE AND MISS E. G. WILLIAMS.

A very pretty wedding took place yesterday afternoon at St. John's Cathedral when Mr. Denis Henry Blake, a member of the well-known firm of solicitors, Messrs. Wilkinson & Grist, was married to Miss Elizabeth Gwen Williams.

The Dean of Hong Kong (the Very Rev. A. Swann) officiated.

The bride who was given away by the Hon. Mr. J. Owen Hughes wore a very lovely dress of ivory charmeuse, trimmed with old lace, an orange blossom wreath and tulle veil. Her bouquet was of hyacinths.

The bridesmaids, Miss Morrison and Miss Alwyn Owen Hughes, wore dresses of blue georgette and carried bouquets of pink roses. Mr. G. S. Hugh Jones was "best man."

Following the wedding service a reception was held at No. 1, St. John's Place, a large number of friends of bride and bridegroom being present. The catering and wedding cake were supplied by Messrs. Lane, Crawford, Ltd.

Later in the day Mr. and Mrs. Blake left for their honeymoon which is being spent at Fanling and Baguio.

OBITUARY.

MR. TS'O SEE KAI.

WORKER FOR ST. PAUL'S.

The death took place at the French Hospital yesterday morning of Mr. Ts'o See Kai, B.A., after a long illness. He had been suffering for more than three months from cancer.

Mr. Ts'o had a long connection with St. Paul's. After leaving the College where he received his early education, he went to the Union Theological College in Canton, and later returned to the Colony to take charge of St. Paul'. For a short time he was in England where he obtained his degree at Durham, and he returned again to the scene of his labours.

The funeral takes place this morning at 11.30 from St. Paul's Church.

SMALL-POX IN THE COLONY.

More than the usual number of small-pox cases continue to be notified mainly from Kowloon. Last week there were 17 fresh cases and 8 deaths, to which must be added another 7 cases reported on Monday.

Other cases during the week were enteric 6 (3 fatal), paratyphoid, 2; cerebro spinal fever 1 (fatal); influenza 1 fatality.

There was one British and one American among the enteric patients.

PRECAUTIONS IN CANTON.

The *Canton Gazette* states that as small-pox is now prevalent in Hong Kong the Bureau of Public Health has decided "to stamp out this horrible disease by adopting strict measures. As soon as sufficient statistics have been gathered, all incoming steamers from Hong Kong will be subjected to quarantine and passengers discovered to be suffering from this disease will either be compelled to return to Hong Kong or be removed to isolation hospitals." The Bureau has issued pamphlets urging the public to be vaccinated, and public speakers will be sent out to describe the helpfulness of vaccination as a means to suppress the spread of small-pox.

WEATHER REPORT.

The weather report, forecast and remarks issued by the Royal Observatory, Hong Kong, at 6.15 p.m. yesterday state:—

The anti-cyclone is unchanged and the typhoon remains stationary about 400 miles S.S.E. of Hong Kong. Cyclonic gales will continue over the China Sea.

Local forecast: North winds, fresh, cloudy, probably some rain.

An investigation of the information contained in *Burke's Peerage* leads Mr. F. A. Woods to the conclusion that wealth and power do not lead, as is so often asserted, to idleness, sterility, and degeneracy. On the contrary, there are good reasons for considering aristocracy to be in many ways superior to the masses of mankind. Of 622 British peers in *Burke's Peerage* (1921), 334 are continuously aristocratic in the direct male line of their family trees to as early as the year 1450. Old families, then, do not become decrepit because of their old age, but in a general way families that once acquire high social position retain the high level. The author of this article in the *Journal of Heredity* analyses the causes which contribute to this biological stability: ambition, capacity for advancement, family pride, marriage in the same social stratum, desire to leave heirs, and so on, any or all of which may be ingredients in the brological inheritance of the families concerned.

"THE KING OF KINGS."

SINCERITY AND REVERENCE IN THE PRODUCTION.

THE DIFFICULT ART OF SELECTION.

[BY OUR FILM CRITIC.]

It is impossible to judge "The King of Kings" quite as other cinematograph pictures. The subject alone precludes that. You may speak of the production, which is very fine; of the acting which keeps to a good standard; of the photography, costumes and setting; but whatever you may feel of the whole must be coloured by your religious beliefs.

Perhaps on reviewing "The King of Kings" the first thought may be one of regret that, good as the picture is, it is not so good as it might have been. The purpose avowed on the screen as the picture opens, is that of spreading the Gospel, of teaching by means of the cinema the story that missionaries have been carrying to the World for nearly 2,000 years. The manner in which the story is told must to a certain extent be influenced by the mentality of the teller. It is probably this factor more than any other which has led to the edict against stage productions of the life of Christ.

The director of "The King of Kings," Cecil B. de Mille, had an enormous task before him, of selecting from that most dramatic life scenes on which to rely to tell his story. Being a cinematograph director rather than a missionary he has seized on strong contrasts, on spectacular episodes, and on incidents which have a direct human appeal. He has, in fact, used the Gospel rather did the director who put "Moby Dick" on the screen, with a consequence that reverent as the production is the scene is Hollywood in the twentieth century rather that Palestine in the first.

Yet it is hard to judge. Had those first scenes in which Christ appears rather as the magician than the Saviour been cut out would the latter sequences have been so extraordinarily moving? "The King of Kings" is good film art, like say "Intolerance" or "The Ten Commandments" but not as good as "Ben Hur," during the first hour. But with the scene in the Temple when Christ drives out the money-lenders a different atmosphere seems to creep in—an atmosphere of reverence, truth, and deep sincerity, which gets deeper and deeper until the climax on Golgatha. Then, when that most pathetic Figure on the cross, bows his head and the heavens are darkened, it seems as if the inspiration which had managed to sweep "filmdom" out of the way for a while, fails and the subsequent scenes are pure cinema, even crudely sentimental, with the exception of that picture of the Risen Lord standing on the threshold of His tomb, and a moment or two when He is made manifest to His disciples in the closed upper room.

Comparison with "Ben Hur" is inevitable, and perhaps because nothing so big was attempted in the earlier film it succeeded better. There was an amazing atmosphere of a real spiritual presence in the hand and the light which represented Christ in "Ben Hur," an atmosphere which it was not hard to sustain for a short period and which was heightened by the contrast of the story of the young Jew. But when the Sacred Figure has to play the central rôle and be always on the stage, the opportunities for falling short of that atmosphere are multiplied enormously. It is most noticeable in "The King of Kings" that it is in those scenes in which Christ appears as a small or indistinct presence, when perhaps Mr. Warner's face does not intrude itself on the mental image (however vague) that all Christians must have of Jesus, that He appears the most moving and most truly Christ.

It is possible to judge how "The King of Kings" would strike anyone who was not a Christian—if to them would come or not the conviction that "truly this man was the Son of God." I am inclined to feel that they would say "this was a man with a gift of healing, a good man with strange powers and a winning personality, who was brutally murdered by a jealous priest." If that is so the picture has failed as a means of spreading the Gospel to non-Christians, but it must be extraordinarily moving to anyone who already professes Christ. Even if you deplore the production, if you disapprove of such a subject being filmed, you cannot fail to be moved by a visual presentation of a scene which has been wonderfully told in words—that last scene outside the city walls.

There have been very few people who have seen "The King of Kings" who have been able to condemn it, or even to say that it should not be shown, despite the very strong feeling in England to-day against such presentations. Criticism has been checked by the obvious sincerity of the production, and by the fact that, even if he has erred, de Mille has honestly tried to keep to the Gospel story.

JEHOL AS BUFFER STATE.

COMPROMISE PROPOSED.

FENGTIEN NOMINEE IN CHARGE.

[THROUGH REUTER'S AGENCY.]

PEIPING, Nov. 27th.

Yen Hsi Shan's headquarters state that the Fengtien forces, despite reports to the contrary, are still holding the regions east of the Luanho.

Chinese reports state that Fengtien is proposing a compromise over Jehol by which Jehol will be converted into a province. The chairman of its Assembly will be a Fengtien nominee and some Fengtien troops will remain there, but the main body will be withdrawn, Jehol being regarded as a buffer state.

YADA'S NEGOTIATIONS.

(*Wah Tze Yat Pao*).

SHANGHAI, Nov. 27th.

A Japanese report states that Baron Tanaka has instructed Mr. Yada to suspend negotiations with Dr. C. T. Wang except over the tariff problem, conversations on which point are being carried on at Shanghai.

Mr. T. V. Soong met Mr. Yada at the Central Bank Building, Shanghai, to exchange views regarding some details of the tariff problem, but no definite result was reached.

SHANGHAI OPIUM CASE.

(*Wah Tze Yat Pao*).

SHANGHAI, Nov. 27th.

The Shanghai opium scandal is attracting the serious attention of the Nanking authorities which have referred the case to Marshal Chiang Kai Shek for decision.

ITALIAN TREATY.

[THROUGH REUTER'S AGENCY.]

NANKING, Nov. 27th.

The Sino-Italian Treaty was signed yesterday at Shanghai.

CANTON AVIATOR AT MUKDEN.

[THROUGH REUTER'S AGENCY.]

PEIPING, Nov. 27th.

The Ryan monoplane from Canton arrived at Mukden yesterday afternoon.

TERRIBLE HAVOC BY TYPHOON.

PHILIPPINE CROPS DESTROYED.

LARGE DEATH ROLL.

[THROUGH REUTER'S AGENCY.]

MANILA, Nov. 27th.

Governor-General Stimson has cabled to Washington to the effect that the Philippines suffered most severely in last week's typhoon, which was one of the most destructive hurricanes since the American occupation of the islands.

The worst damage was done in the six Provinces of Samar, Masbate, Sorsogon, Albay, Mindoro and Romblon.

In Albay Province, all the coconut trees were destroyed as well as most of the hemp plants.

The death-roll is probably between fifty and a hundred.

The United States cruisers *Milwaukee* and *Memphis* are now in the stricken region investigating the need of relief measures.

STRIKERS RESORT TO VIOLENCE.

FURTHER TROUBLE IN INDIAN COTTON MILLS.

[THROUGH REUTER'S AGENCY.]

BOMBAY, Nov. 26th.

Six thousand hands from four cotton mills have struck work, alleging that their wages have been reduced.

The strikers assaulted three members of the superior staff in one mill with sticks and stones.

Armed police have been rushed into the area to prevent further trouble.

NEW TARIFF RATES IN CHINA.

EFFECT ON LANCASHIRE.

BURDEN OF ILLEGAL TAXES.

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 27th.

A circular despatched to the Far East section of the Manchester Chamber of Commerce regarding the Chinese tariff proposals has been received from the British Chamber at Shanghai. The *Manchester Guardian*, commenting on it, says that at present details of the various classifications and rates of duty are probably less a concern of Lancashire than the date of enforcement of the new tariff. The paper declares that there had been hopes that the tariff would have been levied according to the date of lading instead of the date of arrival, in order that all exporting countries should be on an equal footing.

It is considered that most Lancashire traders are probably prepared to face an increased Chinese tariff without protest if they are assured that *likin* will be simultaneously abolished, but in the absence of such assurance, goods apparently will continue to be subjected to all kinds of illegal taxes and charges at various stages of progress into the interior, restricting the market of imported goods to a comparatively small coastal area and depriving the Chinese Government of much revenue.

STEAMER LOST WITH ALL HANDS.

HEROIC EFFORTS OF DUTCH LIFEBOATS.

SURPRISE ESCAPE OF "GARM."

[THROUGH REUTER'S AGENCY.]

AMSTERDAM, Nov. 26th.

It is believed that the entire crew of the steamer *Saguato*, which was wrecked to the south of Ymuiden after a terrific fight against the gale, have been drowned. A lifeboat went out to the rescue of the unfortunate men, but capsized before it could make appreciable headway against the violent seas. The lifeboat crew were brought safely ashore.

The papers are full of stirring details of the heroic activities of the Dutch lifeboatmen in rescuing distressed crews during the week-end.

A remarkable escape is that of the Swedish steamer *Garm* which was towed safely to Terschelling to-day. The vessel had been regarded as doomed.

GERMAN MEMORANDUM ON REPARATIONS.

COMMITTEE OF EXPERTS.

FRENCH DISCUSSION OF NOTE.

[THROUGH REUTER'S AGENCY.]

PARIS, Nov. 26th.

The French Cabinet after a long discussion of the German Note on reparations requesting the Powers to appoint independent experts not bound by any fixed instructions, has proposed that as the Treaty of Versailles provides that all reparations questions shall concern the Reparations Commission, the latter shall be invited by the Allied Governments to designate the Committee of Experts finally to settle the problem.

The Reparations Commission will request the German member attached to the Commission to designate the German experts, and it will also decide whether to invite the United States to participate in the meetings of the Committee.

It is considered that the experts, when appointed, are unlikely to meet before January.

The German Memorandum, which was handed to the Chancellor of the Exchequer, Mr. Winston Churchill, has been subject to a preliminary examination, and no difficulties having been revealed, the way is now clear for an answer to be concerted among the Powers concerned.

EMPEROR'S RETURN TO TOKYO.

REVERENT AND SILENT CROWDS.

FINAL RITES.

[THROUGH REUTER'S AGENCY.]

TOKYO, Nov. 27th.

Brilliant weather favoured the Emperor's return from Kyoto to-day. The train arrived punctually at 3.30 to the accompaniment of booming guns. After a short rest the Emperor and his suite entered the waiting coaches and the impressive cortege set off for the Palace with huge reverent crowds silently lining the streets.

Arriving at the Palace the Kashiko Dokoro was restored to its normal resting place with elaborate Shinto rites, where it will remain throughout the Emperor's reign. To-morrow sacred dances will be performed before it, after which the Emperor and Empress will worship before the Palace shrines, announcing to the spirits the completion of the enthronement ceremonies.

EMPIRE GOVERNMENTS CO-OPERATION.

FREEDOM OF ACTION UNHINDERED.

SOUTH AFRICA'S TRADE TREATY.

[BRITISH WIRELESS SERVICE.]

RUGBY, Nov. 26th.

Mr. L. M. S. Amery, Secretary for the Dominions, was asked in the House of Commons to-day whether in the case of the recent trade treaty between the Union of South Africa and Germany any prior consultations with this country took place.

Mr. Amery replied that the Government in Great Britain equally with the Governments of the Dominions, was notified by the Government of South Africa of their intentions, and asked to express its views, in the manner contemplated by the Imperial Conference of 1926, and was subsequently kept informed of the progress of the negotiations.

The whole position to-day was that no one Government of the Empire restrained any other Government of the Empire, but all Governments of the Empire, if they undertook anything that might have a reaction on the others, informed them in case they had views to express.

AUSTRALIA TO LONDON AND BACK.

PLANE WRECKED IN GREECE.

CAPT. HURLEY INJURED.

[THROUGH REUTER'S AGENCY.]

ATHENS, Nov. 26th.

The *Spirit of Australia*, the monoplane in which Captain Hurley and Flying Officers Moir and Owen are attempting a flight from Australia to London and back, was to-day compelled to make a forced land at Varimbodi.

Captain Hurley was slightly injured, but his companions were unhurt.

Captain Hurley was taken to hospital with a wound in the head. The aeroplane was very badly damaged, and it will be impossible to continue the flight.

DEATH OF ADMIRAL VON SCHEER.

CONDOLENCES FROM BRITISH ADMIRALTY.

[THROUGH REUTER'S AGENCY.]

BERLIN, Nov. 26th.

Admiral von Sheer died from heart failure whilst on a journey from Dresden to Mannheim.

President von Hindenburg, in a message of sympathy to the Admiral's daughter, says that he will always honour the memory of the glorious leader of the German Navy, whose name will live in history in connection with the Battle of Jutland.

The British Admiralty have sent their condolences to the German naval authorities on the death of Admiral von Scheer.

HIS MAJESTY'S ILLNESS.

MORE RESTFUL NIGHT.

TEMPERATURE LOWER.

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 27th.

The more favourable nature of the bulletin issued at 11 o'clock will create wide satisfaction. While there has been in the opinion of unofficial medical authorities nothing unusual or alarming in the immediate course of the King's illness as recorded in the official bulletin, the public naturally recognised however that the King's medical advisers are in their bulletins taking the public fully into their confidence.

The temperature of 101.6° maintained in last night's bulletin is not uncommon in the case of congestion of the lung, attended by pleurisy, and the news that it is to-day somewhat lower will be regarded as a favourable sign.

His Majesty's temperature first rose to 101° last Friday. It afterwards fell to 100° on Sunday. Normal blood temperature is 98.4°.

Three Visits.

Sir Stanley Hewett and Lord Dawson of Penn visited His Majesty three times yesterday, in the morning, evening and at night. After last night's bulletin was issued by them they returned to the Palace at 10.30 and stayed there for an hour.

Public Anxiety.

Public anxiety with regard to the King's illness has been deepened by the news that both doctors, according to a previous arrangement, returned to Buckingham Palace at 10.15 p.m. last night, and remained until 11.30 p.m. No bulletin has been issued as the result of this late visit.

The last message issued by Lord Dawson and Sir Stanley Hewett an hour before stated:

"The King has not had a comfortable day. His Majesty's temperature has risen to 101.6, but the pleurisy has not extended and his strength is still maintained."

Newspaper Headings.

Uneasiness with regard to the King is reflected in the headings of this morning's newspapers referring to His Majesty's "Unsatisfactory Condition" last night.

THE KING.

LATEST BULLETIN.

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 27th, 11 a.m.

The King passed a more restful night and his temperature is somewhat lower. Conditions are otherwise unchanged.

It is pointed out that so far he has made no progress towards recovery, that the original infection persists, and that the illness is serious.

The more hopeful feature of the situation is that no alteration in the Prince of Wales' travel plans has yet been ordered.

It is understood that the Prince of Wales is receiving in Africa the substance of the bulletins. Messages are sent first to Dar es Salem, Tanganyika, which they reach in about two hours. They are then transmitted to Dodoma, whence they are dispatched by courier using a motor lorry to the Prince's camp at Kondou, 160 miles within the bush.

Morning Bulletin.

LONDON, Nov. 26th.

The King's illness has evoked the greatest sympathy and concern among his subjects and these were expressed in a striking manner when this morning's bulletin was posted outside the gates of the Palace for the first time. It was typewritten and placed in a frame and stated: The King spent a restless night. Variability in the fever and a spread of the pleurisy must be expected at this stage of the illness.

A great crowd composed of all ranks of society pressed forward anxious to read the latest news of His Majesty's condition, and regulated by the Police they passed by the bulletin in a continuous stream for hour and after all day long.

The mention of the spread of the pleurisy was regarded by the public as the most disquieting feature, but medical specialists have pointed out that a certain ebb and flow of the illness is only natural and should not create undue alarm.

One well-known physician, interviewed by *Reuter*, said that the spread of the pleurisy and the fluctuations in temperature are in keeping with the natural progress of the disease.

No Visitors.

It is regarded as significant that the King's doctors visited the Palace an hour earlier than usual, and that no visitors were allowed in His Majesty's bedroom during the morning in view of his restless night.

The Duke of York was permitted to see the King after lunch.

The Queen, Princess Mary and the Duchess of York drove out this afternoon, and there was an atmosphere of confidence in the Royal Household during the afternoon that the bulletin to be issued to-night would be more reassuring.

The ceremony of the changing of the Guard was carried out as usual, and the Band of the Coldstream Guards played cheerful selections.

Crowds Disappointed.

Bitter cold did not prevent a large crowd of all classes including many women richly dressed in furs from awaiting for hours outside Buckingham Palace this evening for the posting of the official bulletin.

Lord Dawson and Sir Stanley Hewett left the Palace at nine o'clock and the bulletin was posted at 9.30 p.m. reporting the uncomfortable day spent by His Majesty and that his temperature had risen.

The anxious crowd pressed forward hopefully, but murmurs of disappointment rose when it was found that the notice did not contain better news.

(*Continued on next Column*).

RATING REFORM BILL.

OBSOLETE METHODS ATTACKED.

CHAMBERLAIN'S FIVE HEADINGS.

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 26th.

Having already provoked much controversy throughout the country, the debate on the Local Government De-Rating Bill opened in the House of Commons to-day.

The measure has even been attacked in a section of the Conservative Press, because, among other things, it is alleged, that it will relieve the big industrialists and concerns at the expense of the smaller ratepayers.

The Bill was submitted to the Commons to-day by Mr. Neville Chamberlain, the Minister of Health, who described the measure as the most important of the Session and as being among the greatest measures presented to any Parliament.

Huge Expansion.

The speech, which lasted two and a half hours, was followed with the closest attention by a crowded chamber, for the Government proposals for the relief of industry from and the more even distribution of local rates are attracting widespread interest throughout the country. Since the last great reform of the machinery of local administration in 1894 the population has increased by 10,000,000 and its distribution has been altered, new industries have sprung up and certain old ones have declined while local expenditure has risen from £36,000,000 a year to £250,000,000.

Five Headings.

The chief defects of the existing system of local administration were surveyed by Mr. Chamberlain under five headings:—

1.—The survival of boards of guardians for the relief of the poor whose functions and areas overlapped those of other authorities.

2.—The crippling burden imposed upon certain authorities by the cost of roads damaged by non-local traffic.

3.—The rigidity of the local government area boundaries.

4.—The injustice of a rating system which has slowly strangled industry and agriculture.

5.—The chaos in the relationship of local to national finance which has resulted in the weakest authorities being helped least.

The Solutions.

The Bill sought to correct these defects by abolishing guardians, by providing for derating of productive industry, by extending the boundaries of areas controlled by local authorities, by handing over to these wider authorities the care of roads carrying through traffic and by varying the system whereby grants are made from the National Exchequer to local authorities by instituting a system of block grants, distributed according to local needs, instead of percentage grants made in proportion to expenditure incurred on social services by the local authorities.

Mr. Chamberlain said that the Bill indicated the final stage of the Government's great measure of rating reform. Local government was in many respect obsolete and cried aloud for reform.

In this connection, the Government spokesman quoted instance after instance of the continuance of wasteful Boards of Guardians, and of onerous charges on rural districts for the maintenance of roads.

He declared that the inequitable rating system was slowly strangling agriculture and industry.

Relief Of Industry.

The Bill would relieve industry to the extent of £24,000,000, three-quarters of which would go to the depressed industries, thus giving them the greatest employment. He suggested that the Bill was the only practical remedy for the present chaotic methods of relief.

Mr. A. Greenwood (Lab.) moved the rejection of the Bill on the ground of its numerous shortcomings. He argued that it perpetuates the evils of the Poor Law system, and does not, appreciably relieve the financial burdens of necessitous areas.

The debate was adjourned till to-morrow.

NEW HEADQUARTERS FOR B.B.C.

THREE ACRES OF FLOOR SPACE.

MOVE TO PORTLAND PLACE.

[BRITISH WIRELESS SERVICE.]

RUGBY, Nov. 27th.

The British Broadcasting Corporation is to have new headquarters in Portland Place, Oxford Circus, and will move from Savoy Hill as soon as the new building has been erected. The building will have a floor area of three acres and is expected to cost nearly £500,000. There will be accommodation for an audience of fully 1,000 people in the largest of the studios. It is hoped that the building will be ready in 1931.

DEATH OF LAJPAT RAI.

BLOWS OF POLICE OFFICER.

ACCUSATION DENIED.

[BRITISH WIRELESS SERVICE.]

RUGBY, Nov. 26th.

The allegations of unprovoked violence by the police at Lahore at the end of last month when the Simon Commission were greeted on arrival by a hostile demonstration, have been renewed as the result of the sudden death of Lala Lajpat Rai, the Punjab boycott leader.

The Secretary for India was asked a series of questions regarding the circumstances of the death of Lajpat Rai, with particular reference to the accusations of the agitator's friends that his death resulted from blows delivered by a police officer on the occasion of the public demonstration at Lahore.

No Evidence.

Lord Winterton, the Under-Secretary for India, replied that two enquiries had since been held into the incidents at Lahore, which arose out of an illegal procession forbidden by the police.

The Secretary for India had received the reports of the enquiries and was satisfied that no more force than necessary was used to prevent the crowds from breaking through the barricades.

He was satisfied that there was no deliberate and unprovoked attack by the police, and that no individual was singled out for assault.

No evidence had been adduced to show that Lala Lajpat Rai's death was due to blows received from the police. The Punjab leader died on November 17th, nineteen days after the incident, and death was attributed to heart failure.

GENERAL OIL EXPORT ASSOCIATION.

PREPARATIONS FOR GIANT NEW SCHEME.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Nov. 26th.

The Standard Oil Company of New Jersey announces that a Standard Oil Export Corporation has been formed to handle the export business of five operating subsidiaries of the New Jersey Company.

This step is preparatory to the formation of a General Oil Export Association under the Webb Act, in which the new Standard Oil concern will be eligible for membership.

N.Y. STOCK EXCHANGE SEAT.

A NEW RECORD.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Nov. 26th.

A seat on the Stock Exchange has been sold for $575,000, which is a new record.

Ten years ago, $500,000 was paid for a seat.

THE WORLD COURT.

AMERICAN ADHERENCE.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, Nov. 26th.

The State Department has indicated that negotiations relating to American adherence to the World Court, with certain reservations, will be initiated immediately, and it is hoped that the matter will be cleared up during the remaining three months of President Coolidge's term of office.

HOOVER'S TOUR.

"MARYLAND" AT HONDURAS.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Nov. 26th.

The United States battleship *Maryland* with Mr. Herbert Hoover, the President-Elect, on board, arrived to-day at Amapala, Honduras.

This is his first visit on his Latin-American mission.

BRIBES FROM NIGHT-CLUBS.

POLICE SERGEANT'S DISGRACE.

BIG SUMS INVOLVED.

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 26th.

As a sequel to an official investigation during the past few weeks into the leakage of police secrets in London, and allegations of corrupt practices by the proprietors of night-clubs, who were said to have received advance information of intended police raids, Station-Sergeant Goddard, of the Vine Street Police Station, with a record of 23 years' service, who was dismissed from the Force on October 29th, has now been arrested and charged.

He failed to account to a Police "Court-martial" at Scotland Yard for large sums of money received from an unknown source.

To-day he faced a charge at Bow Street of unlawfully and corruptly accepting a gift of £60 from Mr. Ribuffi, the assistant manager of Uncle's Club in Albemarle Street.

A remand was ordered and bail refused.

In the House of Commons recently, Sir William Joynson-Hicks stated that £12,000 was found in the possession of a certain police-sergeant, obtained, to a startling extent, from aliens running night-clubs.

£4 A WEEK PENSION FORFEITED.

Police Sergeant Goddard, attached to Marlborough-street Police Station, London, was last month summarily dismissed from the Metropolitan Police Force after twenty-eight years' service.

Goddard, who was suspended from duty the previous week, was brought before the Disciplinary Board at New Scotland-yard charged with failing to notify to the Commissioner the receipt of two large sums of money from bookmakers.

In police orders issued the charges against Station Sergeant Goddard were stated as follows:—

Neglect of duty in failing when so directed to give any satisfactory explanation of the receipt by him of large sums of ready money from an unknown source. Further, undesirable conduct in betting and engaging in speculation with convicted bookmakers and other undesirable persons.

The Charge.

The Disciplinary Board was composed of Lieut.-Col. Laurie, Deputy Assistant Commissioner, Chief Constable Landon, and Superintendent Davis.

Goddard was ushered into the room and stood to attention, and on the charge being read was asked whether he pleaded guilty or not guilty.

"Guilty," he replied.

Statements in support of the charge had been made by certain witnesses, but owing to the plea no evidence was necessary, and the board proceeded to consider their decision in private.

Pension Lost.

Within a few minutes it was announced that Goddard had been dismissed the service.

This means that he will forfeit all right to a pension of about £4 a week to which he became entitled on completing twenty-six years' service two years ago.

The dismissed sergeant had been commended on many occasions for the zeal he had displayed in raiding night clubs in C Division, to which he was attached.

The alleged leakage of information concerning night club raids, it should be explained, occurred not in the C Division, but in two other divisions.

"It has been a terrible blow to us," said Sergeant Goddard's wife, "and my husband is too much distressed to see any one. His record of police work in the West End—he has received ninety awards and commendations—speaks for itself."

RUSSIA AND RADIO.

RUSSO-AMERICAN CONFERENCE.

MOSCOW, Nov. 15th.

Announcement was made to-day by the Soviet Government that it has reached an agreement for a conference between Radio Corporation and Soviet experts with reference to possible wireless development.

A group of American technicians is to come to Russia for the conference.

EARTHQUAKES IN SOUTH DAKOTA.

DEADWOOD, Nov. 17th.

A series of severe earthquake shocks rocked the Black Hills area of South Dakota last night.

No serious damage has been reported.

CARVALHO YEO TRIAL.

MR. MESSER CROSS-EXAMINED.

(CONTINUED FROM PAGE 4.)

Was Tsang invited to give an opinion as to his own handwriting?—No, but I think he made a remark to the effect that it was absurd.

So, contemporaneously you have three protests—Tsang said the writing was not his, Mr. Black said that it was not his signature and you said that your own signature was not yours?—Yes.

So far as Tsang is concerned we have not only his refutation of his writing but backed by your own very important view?—Certainly.

Why Was Tsang Arrested?

Then why was he arrested and kept in prison for 20 days?—That was up to the Police. I told Mr. King not to arrest him.

Now I had just asked you why Tsang was arrested and kept in gaol for twenty days and your best answer was that it was up to the Police?—I told Mr. King distinctly not to arrest him because I did not think he was guilty and that the handwriting was not his.

Did you make it clear to Mr. King that your signature was a forgery?—I tried to but he did not take it in that way.

Did you make it clear to Mr. King that you refuted your signature and that in your view it was a forgery?—I told him definitely that it was not mine.

You did in fact see Mr. Hazelrigg officially in regard to the prosecution against Tsang?—He saw me from time to time.

Was there an investigation made into the handwriting of Tsang?—Yes.

Did you take part in it?—No, I didn't.

Did you know the nature of the charge preferred against Tsang?—Yes.

You were chief of Police for five or six years, you would therefore be familiar to some extent, with the framing of charges?—My answer is "Yes" but limited to a certain degree.

Human Memory Plays Tricks.

Well to put in a charge of forgery in ordinary language is a simple matter?—I would ask the Crown solicitor to do it in an important case like this. I would not do it myself.

Police Inspectors have to do it every hour of the day?—Yes sometimes, but not hourly.

When pressed as to what the nature of the charge against Tsang was, witness replied that Tsang was charged with aiding and abetting in the fraud.

Mr. Jenkin: Was not the charge at that time one of having swindled the Government out of a quarter of a million dollars?—I can't say definitely what the charge was nor who was responsible for it.

In answer to further questions, witness said that Tsang was arrested on January 18th, and after investigations had been made, Mr. Hazelrigg, on behalf of the Crown, withdrew the charge against him on February 8th. The Police then offered a reward for the apprehension of the accused.

Mr. Jenkin: Were you at all consulted before the notice of the reward was issued?—Not the first one.

I suppose you would agree, Mr. Messer, that human memory plays tricks and wanders?—It does.

We are very often quite unconsciously but honestly coerced into thinking something had happened which in fact did not happen?—The reply was inaudible.

Wasn't a lot of time spent in looking up vouchers that afternoon?—Yes.

Were the regular Treasury vouchers examined that afternoon? We did look up some because it would take up a lot of time to go through the whole month's vouchers.

What was the purpose of looking up the vouchers?—To get all the evidence we could.

"If They Were Duds."

If these cheques were duds, as you said, you could not expect to find genuine vouchers? — The cheques might have been obtained by a trick. My duty was to see all possible avenues for evidence.

Your purpose in searching these vouchers was to make sure that among Government vouchers, "dud" vouchers were not brought into existence for the purpose of securing these three cheques?—Certainly.

If your views were sound that these cheques were duds—every word was a forgery, you would not have to look for a voucher?—Certainly not.

So, what I put to you, Mr. Messer, is that you had in your mind that afternoon that by using faked vouchers, those cheques could be obtained by a trick?—Oh, yes.

If the whole thing was a forgery, there was no trick at all, and therefore by trick we have in mind that by means of a dud voucher, yours and Mr. Black's signature, were obtained for those three cheques?—There is a possibility such a thing might have happened.

If in fact the handwriting was that of Tsang's, then it is clear he is in the swindle?—It looks like it.

The sole custodian of vouchers in the Treasury was Tsang?—Not the sole custodian.

Then where do the vouchers go to?—To various departments.

After the cheques had been paid out and the transactions concluded, do not the vouchers go back to Tsang and remain in his custody?—Yes.

Did you ask him to bring to you all the vouchers?—No.

You gave him instructions to go through them—Yes and also asked the Audit Department to do so too.

An Obliging Force.

Did the Police help, they are a very obliging Force you know (laughter)?—No, they were not asked to do so.

When Mr. Jenkin indulged in this witticism, the Hon. Mr. E. D. C. Wolfe, Captain Superintendent of Police, was sitting just in front of the dock.

Witness was asked whether or not in addition to his duty as Colonial Treasurer, he was also a member of the Legislative Council, and on the boards of other public bodies. Mr. Messer said he was.

Mr. Jenkin: Did you attend a meeting of the Legislative Council on December 10th, the day the alleged forged cheques were signed?—Yes, I left office at about seventeen minutes past two and returned to office about half an hour later. On that day I had put in five hours work in the Treasury.

At a later stage of the proceedings, Mr. Jenkin again referred Mr. Messer to the fact that the reason for looking up the vouchers was because there was a possibility of the signatures being obtained on those cheques by means of a trick.

Mr. Jenkin: I put it to you, Mr. Messer, that that view was entertained for a considerable period after that afternoon on January 18th?—It wasn't entertained by me. To others it was obvious that there must be an accomplice to the fraud in the Treasury.

It was proposed to carry out a prosecution against Tsang at one time?—I can't say, but it was possibly so because the case was adjourned from time to time.

If the prosecution had carried on, you would have been a witness in the case?—I presume so.

Knew Very Little About It.

What, don't you know, you who are the Head of that Department?—I knew very little of what was going on. I was not consulted.

Can you say this, from your own knowledge, that the case against Tsang was being actively prepared?—I am not prepared to go so far as that. The case was being thoroughly investigated and as there was not a trace of evidence found against Tsang, the charge was withdrawn.

There may be an explanation for it, and if so, I will get it in due course from Mr. King, who is going to give evidence. Meantime I want to ask you about this. At this stage Mr. Jenkin handed witness an extract of a Police Notice issued by the C.S.P. which appeared in the Press on February 8th, 1928. I believe such a reward was offered, and did you see the notice yourself?—I remember seeing something in the papers to that effect.

I take it that the Treasury afforded the Police Department all information at its disposal?—Gave them all the informations they wanted. I did not want to hamper them.

Reading from the notice, Mr. Jenkin drew the Court's attention to the fact that it related to "uttering three forged cheques" and in brackets the words "purporting to have been signed by the Colonial Treasurer of Hong Kong," were inserted.

Mr. Jenkin: Is it possible that on the day when the notice was issued, it was entertained in the Treasury a changed view that Mr. Black's signatures were authentic and that only your signatures were forged?—I never heard that suggestion before.

Did there exist in the minds of Officialdom at or about that date when Tsang was discharged that possibly your signatures were forged and that Mr. Black's signatures were not?—I can't reply to that.

Handwriting Experts?

Counsel then dealt with the points raised by witness in regard to the peculiarities of the writing on the body of the cheques and his own signatures. He agreed that some of the points he raised were suggested by Mr. Dovey and that some were from his own observation.

Asked if Mr. Dovey had in the past been giving evidence as a handwriting expert, witness said that he had, but he would not call Mr. Dovey an expert.

Mr. Jenkin: When did you learn all this?—Since a case in 1924, when you handed a piece of paper to the Judge. The Judge took it to be his own writing but you contradicted and said that you had written it a few moments ago. Mr. Dovey was also giving evidence in that case.

But Mr. Dovey has put in quite a lot of time in studying the cheques?—I think so.

(Continued on next Column).

You mean to say that you do not know it?—I should say I do, because I paid his fees.

Speaking about his signatures, Mr. Messer said that the line drawn under his signature appeared to have been carefully drawn on the dotted line. He did not think that he had ever done that.

Counsel then produced a number of genuine cheques to show that witness had sometimes put his line above, under and on the dotted line. Mr. Jenkin suggested that sometimes there was no line at all.

Witness said that could not be possible because he had known a case when the bank returned his cheque because the line was not there. Counsel then again produced a genuine cheque, amid much laughter, in which Mr. Messer had omitted to put in the line under his signature. Witness said that might be a case in a million.

On The Horns Of A Dilemma.

Re-examined by Mr. Potter, witness said that when he asked to look up the vouchers, he did so in accordance with his police system, that was, to look into every avenue for evidence. It was not because of the fact that he had in mind the possibility of the signatures having been obtained by means of a trick.

He added that he was on the horns of a dilemma. If he did not do so, he would be accused of laxity of duty, and now that he did, it left a doubt that he had in mind that the signatures were obtained by means of a trick. Vouchers bearing the names of Man Lee, Min Tak and Katz, would never have been signed by him even if they were produced.

In answer to the jury, witness said that the accused was recommended to the Treasury by Mr. Dallin, of the Audit Department. Accused also had a letter of reference from Messrs. Jardine, Matheson & Co. Ltd. He knew that there was a notice on the cover of every cheque book to the effect that the book should be kept under lock and key. The reserve cheque book in the Treasury was kept in a safe but during the day, the safe was never locked. The system operating in the Treasury in respect to vouchers and pass book was left to him by his predecessor.

The case is continuing this morning at 10.30 a.m.

THE EUROPEAN Y.M.C.A.

BILLIARDS MATCH AGAINST CHINESE Y.M.C.A.

The first outside billiards fixture of the season was held on Monday evening in the European Y.M.C.A., when they met the Billiards Team from the Chinese Y.M.C.A. in a series of six games.

The arrangements were in the hands of the Billiards Secretary, Mr. W. L. Walker, and an enthusiastic audience enjoyed very good billiards. The result went in favour of the Chinese Y.M.C.A. in points, having the advantage of 33 points over the Europeans. As games went, the score was 3 all. Afterwards, the European Y.M.C.A. entertained their opponents and friends.

Below is a detailed list of the scores. The highest break of the evening for the Chinese Y.M.C.A. was 36, made by Mr. T. C. Cheah, and for the European Y.M.C.A. by Mr. W. L. Walker, making 30.

E.Y.M.C.A.		C.Y.M.C.A.	
E. N. Ponsford	150	K. C. Leung	107
W. Fogwill	67	T. C. Cheah	150
W. R. Hillyer	150	K. K. Kan	130
C. Pile	145	L. L. Wong	150
T. J. Richards	137	P. N. Yeung	150
W. L. Walker	150	Y. L. Ho	145

A return match will be played at the Chinese Y.M.C.A. on Friday next, commencing at 8 p.m.

DEBATE ON THURSDAY.

In consequence of the performance of the A.D.C.'s farce, "The Sport of Kings" at the Star Theatre last Thursday, it was decided to postpone the debate arranged at the Y.M.C.A. for that evening, until the following Thursday.

The speakers on the motion, "That Life on the Instalment Plan is undesirable" will be, Miss Watts and Miss M. M. Clark, proposers and opposer, and Messrs. H. G. Love and R. W. Sapsed, seconders. Ladies are invited to this meeting, the Debating Committee having made it an open night, and the debate starts at 9 p.m. in the Lounge of the Y.M.C.A.

BRITISH BANTAM WEIGHT TITLE.

HOLDER'S SUCCESS.

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 26th.

At the National Sporting Club, Kid Pattenden (holder) met Young Johnny Brown in a twenty-round contest for the British Bantam Weight Championship.

Pattenden secured the victory, Brown's seconds throwing in the towel in the twelfth round.

LOCAL FOOTBALL.

TO-DAY'S MATCHES.

The following games are down for decision to-day:—

MID-WEEK LEAGUE.

Kick off at 4.15 p.m.

South China *v.* Hung Kui School, Caroline Hill ground. Referee: Mr. F. Smith.

P.W.D. Chinese *v.* H.K. Police, St. Joseph's ground. Referee L/Cpl. Shead.

Lam Long Wan *v.* Ewo Chinese, China Athletic ground. Referee: L/Cpl. Grieve.

The game at Caroline Hill should draw a crowd. South China should win against Hung Kui School.

The game on the St. Joseph's ground between the Police and P.W.D. should be an attraction.

The Police will probably try out some new men.

On present form, P.W.D. should win.

A good tussle should be seen on the Athletic ground at Happy Valley. Lam Long Wan should beat Ewo by a small margin.

LOCAL FOOTBALL MATTERS.

RESULTS OF POPPY DAY MATCH.

H.K.F.A. COUNCIL PROCEEDINGS.

At the monthly meeting of the Council of the Hong Kong Football Association held yesterday afternoon, an announcement was made that the amount available after deducting expenses from the recent Poppy Day football match was $70- as against $1,.14 last year. It was regretted that various factors tended to a reduction in the collection this year, and in view of the poor result it was the feeling of the meeting that the gross amount realised, $827.70, should be sent to the British Legion, the expenses being met from the funds of the Association. This was agreed to.

A letter was read from the South China Command Sports Board requesting the fixing of dates for certain matches in aid of M.C.L. and Army funds. The following dates were arranged: December 18th, Army *v.* Navy; January 1st, Army *v.* Rest of the Colony, at Sookunpoo.

Selection committees were appointed for the England and Scotland teams in the Charity Cup matches. Messrs. F. Smith, G. T. May, and Capt. A. W. Austin, M.C., will select the players for England. The team representing Scotland will be picked by Messrs. F. C. Hall, J. Ormiston, and Lieut. Maclaren.

At the last Council meeting a discussion took place on the question of Sunday football and how far the Association was entitled to interfere in any dispute which may arise in any match played on Sundays. It was then decided to obtain legal opinion as to the interpretation of the rule bearing on the point. A letter was read from a firm of solicitors yesterday expressing the opinion that there was an ambiguity in the rule and suggesting that the matter be discussed at the next annual meeting with a view to revision of the rule. Members again expressed their opinions and finally the matter was allowed to drop.

FOOTBALL ASSOCIATION CUP.

DRAW FOR SECOND ROUND.

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 26th.

The draw for the Second Round Proper of the F.A. Cup competition was made to-day, resulting as follows:—

Carlisle *v.* Lincoln.
Tranmere *v.* Bradford C.
Wigan *v.* Grantham.
Accrington *v.* Spennymoor.
Scarborough *v.* Darlington.
Gainsboro' *v.* Chesterfield.
Barrow *v.* Mansfield.
Stockport *v.* Southport.
Northfleet *v.* Charlton.
Crystal Pal. *v.* Bristol R.
Watford *v.* Merthyr.
Brentford *v.* Plymouth.
Norwich *v.* Newport.
Gillingham or Torquay *v.* Exeter.
Fulham *v.* Luton.
Walsall *v.* Sittingbourne.
Guildford *v.* Bournemouth.

Matches to be played on December 8th.

BOMBS FOUND AT WESTMINSTER.

LONDON, Nov. 16th.

Two bombs were discovered to-day beneath papers in a drawer of the Ministers' room in the House of Commons.

A police guard was immediately stretched around the building.

Then came investigation by Scotland Yard, however—with the result that it was found the bombs were souvenir toys, and harmless!

QUEENSLAND LOSE TO M.C.C.

FINE ENGLISH BOWLING.

LEYLAND'S CENTURY.

At Brisbane the M.C.C. team beat Queensland by an innings and 17 runs in a low scoring match.

Queensland 116 (Freeman 5 for 51, White 4 for 26) and 160 (Geary 5 for 47).

M.C.C. 293 (Leyland 114, Nothling 5 for 78).

MYSTERY OF LONDON HOTEL TRAGEDY.

"MURDER BY SOME PERSON UNKNOWN."

A verdict of "Murder against some person unknown" was returned at the resumed inquest at Westminster last month on Miss Mabel Elizabeth Escott, aged thirty-two, of Newport (Mon.), a Welsh school teacher, who died in an hotel in Villiers-street, Strand.

Mr. Cyril Lawrence Worth, a married farmer, of Pennyhill, Holbeach, Lincolnshire, and an Indian student, Mr. Jehaingir Hormusji Patel, of Florence-road, Stroud Green, both gave evidence at a previous hearing of their relations with Miss Escott.

Mrs. Young, stated to be a cousin of Mr. Worth, continued the evidence she began at the last hearing. She said that it was true that in her statement to the police she said she had only met Miss Escott on one occasion, whereas there had been three meetings.

The coroner, Mr. Ingleby Oddie: Why did you conceal these previous meetings?—Because I did not think they had any bearing on it at all.

"Not What You Have Said."

What do you mean by telling the police that you had no idea about the condition of the girl? That was a lie, was it not?—I was not responsible for her condition.

"That is not what you have said," remarked the coroner, reading from Mrs. Young's statement to the police: "Nothing was said to me about her condition." He then asked: "That was a lie, was it not?"

Mrs. Young: Yes.

The coroner again read from the statement, "I had no idea of the condition of Miss Escott, and did not know what was the matter with her."

"That was a lie, was it not?" asked the coroner.

Mrs. Young: No, it was not. I did not realise what was the matter with her.

Mrs. Young said that she fetched a woman at Miss Escott's request. It was true that she said in her statement to the police at a later stage that she was introduced to this woman.

Mrs. Young, questioned by the coroner on the disparity between her evidence and that of Mr. Worth concerning the time they first met, exclaiming excitedly, thumping the edge of the witness-box with her hand. "I tell you, sir, I did not get there (Charing Cross) until after seven o'clock. Oh! why don't you believe me?"

Question About £40.

The coroner, questioning Mrs. Young about the forty pounds given to her by Mr. Worth, said: "You seem to have been managing the whole affair. You got the money from Worth and paid the expenses of the illness, and the doctor sends his bill to you."

Mrs. Young: Because he was too much of a coward to go and see the doctor; that is why.

The coroner: He was skulking in the background and letting you take all the blame?—Absolutely. I have taken the blame of the whole thing. I have lost my position, I have lost my name, I have lost everything.

Why?—Through my having to come here.

The coroner, in summing up, said that he was satisfied that Dr. John Christie Anderson, who had given evidence, was not guilty of performing any illegal operation, and the jury could put Dr. Anderson out of their minds. He strongly suspected that it was the unknown woman who performed this crime. The jury might despise Mr. Worth as a contemptible person. He would apply the same epithet to Mrs. Young.

"Like A Jigsaw Puzzle."

"She proved herself by her own evidence," he added, "to be a clever, cool, calm, calculating liar, fitting in her story like a jigsaw puzzle, to which every piece that fitted was a lie."

There was, however, nothing to show that these two people did more than stand by. He could see no evidence that either Mrs. Young or Mr. Worth aided or procured a person to commit murder.

The coroner said that he believed that the jury would agree with him that, apart from the acts of intimacy, the conduct of Mr. Patel throughout seemed to have been perfectly correct.

The foreman intimated that the jury agreed with the coroner's opinion.

FORGET-ME-NOTS FOR YOUR BUTTONHOLE.

PRICE:—THEY ARE PRICELESS!

Roses, Roses, Roses! Oh, buy a Rose from St. Vincent de Paul!

"From St. Vincent de Paul?" I turned to meet the smiling eyes of a little one, whose dimpled cheeks mirrored the rose more truly than the imitation flowers in her basket.

"You are not Vincent de Paul, and your roses are no roses!"

"I am of Vincent de Paul," she said, "and my roses are true forget-me-nots."

I understood but I wanted more of the wisdom of childhood. I would bargain.

"And how much do you want for your roses that are not roses, but forget-me-nots?"

"Ah, Sir, you do not understand. These flowers have no market price, they show the value of your heart. That is why I said they are forget-me-nots. They are the forget-me-nots of the poor: they are the forget-me-nots of the distressed. If I gave you a real rose for your buttonhole it would fade at the close of the day. These flowers will never fade. You will throw away to-morrow the flower which I give you to-day, but an Angel of God will pick it up. One day you will hear, with surprise, that you visited the sick, you fed the hungry, you clothed the naked"; you will not believe yourself the story of your good deeds, till an Angel shows you the flower which I offer you to-day."

I thought that I had understood, but these few words gave me a new understanding. For many years I had bought one of these flowers. I had dropped a ten cent piece into the box, and carefully worn the flower all day to escape the importunity of other sellers, to show the world that "I had done my bit: a ten cent bit!"

To-day, the egoism of my soul was revealed by the simple words of the child: "*these flowers have no market value, they show the value of your own heart.*"

I looked at the cigar between my fingers: my mind worked, rapid as the abacus, on all the dollars spent on this pleasure alone—and the wines I sipped whilst smoking! In my attache case was the latest novel for which I had paid five dollars, and I had given a ten cent piece to "feed the poor, to clothe the naked, to comfort the comfortless!" These flowers show the value of your own heart. The words burned into my soul. That day the rosy-cheeked child changed all I had with me—thirty dollars I think—into forget-me-nots. She did more she made me "enquire about the Society of St. Vincent de Paul. I learned that it has been working quietly in Hong Kong since 1863, that, whilst I was enjoying my five-dollar novel, or my cigar, or the play at the theatre, men like myself, business-men, professional men, some in the prime of life, some starting life, some in life's evening were visiting the homes of the poor, helping to feed them, to pay their rent, to provide for them and their little ones in time of sickness, to pay for the education of their children, to meet the travelling expenses of poor children who lived at a distance from school. All this work is going on quietly. Help is given to all deserving cases: there is no distinction made of race or of creed. These men who sacrifice themselves and their time are, to all intents and purposes, dependent on this annual collection and the Vincent de Paul Bazaar to carry on this noble work. I had contributed ten cents and proudly worn my rose all day! I have told you simply, reader, the lesson which I learned from the little one. To-morrow, when her daughter—for it will be her daughter—offers you a rose, you may remember to change it into a forget-me-not which shows the value of your heart.

COURT HANDCUFFS TEST.

ARRESTED MAN AND A SPADE GUINEA.

A handcuff test was made at the Guildford Sessions when three brothers, named Fell, were charged in the names of Ted Thomas, aged thirty-three, James Thomas, aged thirty-four, and George Powell, aged thirty-seven, with breaking into a house at Guildford and stealing property valued at £35. They were each sentenced to eighteen months' hard labour.

The stolen property included a spade guinea, which was found, eleven days after the men were arrested, under the seat of a motor-car, in which Ted Thomas had sat handcuffed.

Ted Thomas stated in evidence that he and the other men never went to Guildford and did not break into the house. Thomas, at the request of his counsel, Mr. St. John MacDonald, was handcuffed while in the witness-box, and he protested that he was unable to reach his pocket and extract the guinea as alleged.

Detective Sergeant Manfield said that the men lived at Fulham and belonged to a family of six brothers who were members of a notorious gang of shop and housebreakers. The three men denied that they were associates of a gang of house breakers.

MAN WHO ESCAPED EXECUTION.

SHANGHAI ROBBER IN CUSTODY AGAIN.

FOUND BY MUNICIPAL POLICE.

SHANGHAI, Nov. 22nd.

Mention was made in the Provisional Court before Judge Chen and Mr. Meinhardt, of a man who had been handed over to the Chinese authorities for execution and who had again come to life—only to be charged again.

It appears that the former Mixed Court made an order for the extradition of accused to the Chinese authorities for execution and a proviso was added that, in the event of his not being executed, he should be returned to the Mixed Court. The charges against him were of armed robbery. Somehow, accused found himself free—whether he escaped from the hands of the Chinese authorities or whether he was released has not been ascertained—and later he found himself in the Settlement and in the hands of a Municipal detective. He said that he had not been sentenced.

At the outset of the proceedings, Judge Chen said that he had looked over the files but found that accused had not been sentenced to death.

Not Sentenced By Mixed Court.

Mr. Meinhardt said that he should like to point out that, according to the former Mixed Court rules of procedure, that Court could not sentence a man to death. The procedure in those days was that, when a case was serious enough to justify it, accused would be handed over to the Chinese authorities, who were supposed to give him some sort of a trial. The final decision as to whether or not he should be executed rested with them. It was usual in those cases for the charge sheet to be endorsed for accused to be handed over to the Court if he were not executed.

The Assessor's judgment in this case was "To be handed over to the Chinese authorities for execution or returned to this Court."

Mr. Bryan (for the Police): According to the Rendition Agreement, this Court is bound to uphold the judgments and orders of the Mixed Court.

Mr. Meinhardt: One presumes that the latter part of the Assessor's judgment was for the accused to be handed back in the event of his not being executed, for the purpose of further trial. No particular Chinese authorities are specified in the judgment. The Chinese authorities did not carry out the judgment of the Mixed Court and the question arises as to whether accused should be tried here or handed back to the Chinese authorities.

Impossible To Try Again.

Mr. Bryan said that he feared that it would be impossible to try the case again. Two years had passed and it would be impossible to find the witnesses.

The case was then remanded.—*N.-C. Daily News.*

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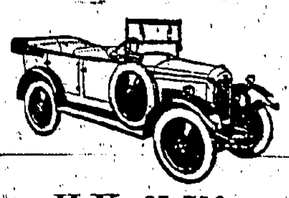

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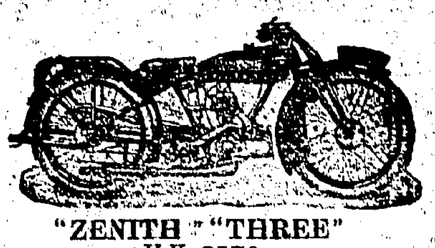

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MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.

Local Motor Matters—Studebaker Records—News from Great Britain.

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Its metal body resists even the Hong Kong climate, and its sturdy well-tested engine recks not of Tropical rain storms, muddy roads or any of the shocks that Motorists are heir to.

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[A.P.B.3]

THE MAZDA FILAMENT

IN a motor lamp the filament is the part that really matters. The Mazda filament is strong—it stands up to constant rough usage on bad surface roads, and it gives good light—always the same good light.

MAZDA LAMPS FOR MOTOR CARS

Fit MAZDA Lamps—always;
You will see better.
[A.P.B.]

LOCAL MOTOR MATTERS.

CARELESS DIRT CARRIERS.

The above heading perhaps may be a little unfair, for it is the parties who engage these women dirt carriers who are really at fault. This objectional practice of dropping lumps of dirt, sharp granite flints and sometimes, even half bricks, over the highways both in the town and on the country roads has been allowed to continue without being checked. Last week the sections extending from the Post Office in Des Vœux Road Central to the On Lok Yuen Cafe and Pedder Street were a mass of red mud, small stones, and broken bricks. No attempt was made either to keep the road clean or to clear away the broken stones. It would be a benefit to both the Sanitary Department who have to sweep the roads and the motorist who has to pick his way amongst the stones, if the parties responsible were made to supply their carriers with deeper and more suitable baskets.

On the New Territory roads, at one place, blasting operations are being carried out and the road nearby is a mass of small sharp granite pieces and broken flints, chipped off by the stone-breakers. It is a serious matter to pass over this section and even if a blow out does not occur there and then the smaller flints which stick to the tyre are gradually forced into the cover and finally result in a puncture.

Coal is another commodity which is transported by hand round the town, and a good portion of it is dropped over the route.

Repair Work On The Castle Peak Road.

Repair work on the Castle Peak Road has been very much in evidence during the past few weeks. The last mile or two of the road before reaching Castle Peak has been raised, levelled and re-surfaced, in a very efficient manner. One of the corners has been neatly and correctly cambered with a gradual slope towards the mound on the side of the road. This corner is at present generously sprayed with sand to protect the newly laid tar surface which has not hardened sufficiently to take heavy traffic. It is also encouraging to note that the work on the corners a little further on is progressing rapidly, and very soon the last corner will be eliminated.

However, where road repairs are being carried out, only a very small portion of the road is reserved for motor traffic and should it be in a section near a corner—as it was last week—the passage should be taken carefully.

An Excellent Display Of Motor-Cycles.

Perhaps the very best show-room display of motor-cycles yet produced in the Colony was the six Indian motor-cycles seen at night in the show-room of Messrs. Alex Ross Garage in Kowloon. The motor-cycles exhibited were the new 45 Scout models, and they looked very imposing with their red colour effect. The cycles are separated in the centre by a red Indian side-car with a jade green band on the door. These cycles should find favour with the motor-cyclists who want a handsome and powerful side-car outfit.

Incidentally, six of these new cycles with side-cars have been ordered by the Canton Government for police work in that city. Canton, apparently, has accepted these cycles for police patrol work as has been done in Hong Kong and most places in Europe and U.S.A.

The St. Vincent De Paul "Car."

The car chosen this year for the annual car raffle of the St. Vincent de Paul Bazaar is a very handsome Pontiac, which can be seen at the Bazaar's show-room on the premises of the old Hong Kong Electric's show-room at the corner of Des Vœux Road and Ice House Street. The car is the 5-seater, four-door Sedan model. The price of the raffle ticket (there are also 10 consolation prizes) is at the very reasonable figure of $3.

A Large Range Of French Cycles.

The French Motor Cycle Company, whose premises are in Nathan Road, has attracted considerable interest among motor-cyclists in Kowloon. Of late, the French Motor-cycle industry has progressed by leaps and bounds, and quite a number of important records have fallen into their hands. The design and set up of French motor-cycles is quite distinct from that of any other nation, and without a close knowledge of motor-cycles one can invariably detect the difference.

The Manager Mr. Charles Gerer, has just received two models of the famous F. N. Belgium cycles. These cycles are built under direction of one of Britain's best riders, Mr. J. Patchet, and hold world's speed record for single cylinder engines—which is sufficient proof of their speed capabilities. Other cycles on view are the famous French Monet-Goyen cycles, which bid fair to be the premier cycle of France. These cycles, however, are fitted with M.A.G. engines of typical British design. This is, again, explained by the fact that the designer is a Britisher—Mr. D. Marchant. There are eleven models on view at the show-rooms, and a visit to the Store is certain to prove of interest.

MOTOR NOTES.

GERMAN MOTORISTS AT STUDEBAKERS' WORKS.

The 150 members of Die Allgemeiner Deutscher Automobil-Club who made a 2,000-mile motor tour of leading cities in the eastern half of the United States and Canada during October, were given a glimpse behind the scenes of American motordom on October 19th when they were entertained in South Bend, Indiana, by The Studebaker Corporation of America.

The German motorists, who made their motor tour under the auspices of the American Automobile Association, were escorted around Studebaker's Proving Ground and taken on a trip through the various manufacturing and assembly departments of the factory and entertained at a banquet in the Studebaker Administration Building.

The visitors were particularly struck with the care and thoroughness of the testing in the research laboratories and on the Proving Ground.

ALBIONS IN SINGAPORE.

Albion motor vehicles have always had a very considerable popularity in the Malay Peninsula, and an interesting order has been received from the Singapore Municipality. This order is for six chassis—three for 2½-ton loads and three for 4-ton loads. All the chassis are to be fitted with three-way hydraulic tipping gear. The 2½-ton model is a fairly recent addition to the Albion range, and embodies 30-45 h.p. engine, four-speed gearbox, and overhead worm driven axle.

The four-ton model has a 35-55 h.p. engine, and, like other Albion models, four-speed gearbox and overhead worm drive.

The interesting point about this order is that all chassis are being fitted with pneumatic tyres.

NEW STUDEBAKER PREMISES.

Construction of a new unit of the South Bend plants to house engineering department offices and provide increased facilities for the research engineering laboratories has been announced by The Studebaker Corporation.

When the new building is completed early in November, 161,000 square feet of floor space will be available for Studebaker's new engineering headquarters. Removal of the laboratories from their present location was necessitated by the increased demand for space in the plants brought about by a steady increase in sales and production.

The announcement states that the research engineering work which has been responsible for the achievements of Studebaker and Erskine cars will be carried on as before in the new laboratories.

SEE AND FEEL
the greatness of Studebaker's New
ERSKINE SIX

THIS new Erskine Six is leading all other low cost cars in style, comfort and speed.

You can *see* the distinctive style in this luxurious new sedan. You can *feel* the added comfort of lengthened wheelbase and hydraulic shock absorbers. You can *sense* its greater power—confirmed by its official record of 1000 miles in 984 minutes! Such a flood of smooth, eager power assures you of rocket-like acceleration and long-lived dependability.

Behind this new and greater Erskine Six stand Studebaker's 76 years of quality manufacture. Ahead of you stretch years of satisfying six-cylinder motoring at lowest cost.

PRICES RANGE FROM H.K. $2,300 TO H.K. $5,840.

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STUDEBAKER'S
ERSKINE SIX

MOTORING NOTES (CONTD.)

NEWS FROM GREAT BRITAIN.

COMMERCIAL VEHICLE ACTIVITY.

[FROM A LONDON CORRESPONDENT.]

LONDON, Nov. 1st.

This year the Scottish Motor Exhibition gives the commercial vehicle manufacturers an opportunity of exhibiting their products to the public as there is no show of the kind in London. Some of these took advantage of the recognised agricultural shows during the summer, notably "The Royal" at Nottingham, where there was quite a representative collection of vehicles.

On View At "The Scottish."

It is particularly appropriate that Leyland vehicles should be well represented at Glasgow, for the Corporation recently ordered 100 "Titans" for service there. Among the new models shown is the "Lioness Six," a full-bonneted type of chassis designed for the firm's 1929 coach programme. This, like the "Tiger," is fitted with a 38.4 h.p. 6-cylinder engine and underslung worm-driven rear axle. Dewandre-assisted four wheel brakes are employed.

Of goods vehicles both the heavy and light types are shown. The 70 cwt. Leyland is an entirely new production designed for fast road transport combined with economy. The 33.3 h.p. engine employs overhead valve gear and camshaft. The fan is driven by the timing chains through a damper clutch thus eliminating belt troubles; and, as the radiator is mounted on the engine at three points, it is isolated from chassis frame distortion. The Dewandre-servo brakes operate on two pairs of very large shoes and the hand brake on another two pairs, all acting on the rear wheels.

Well-known Glasgow Products.

Probably the most extensive range of vehicles turned out by any British commercial vehicle manufacturers emanates from Glasgow, from the well known works of the Albion Co. The range of goods vehicles includes models for loads of 25 and 30 cwt. to 2½, 3, 4 and 5 tons, no less than thirty Overseas Governments figuring on the list of users of 24 h.p. Albions alone.

During the past eighteen months this firm has introduced an entirely new kind of overtype model designed to provide large platform area, short wheelbase with consequent small turning circle and to be as accessible as the normal bonnet type vehicle. This has been fully achieved, for the 4 or 5 ton models of this type with a wheelbase of 11 ft. have turning circles of 45 and 47 ft. respectively, while a platform up to 14 ft. 9 in. long can be carried on either model.

The most interesting passenger models are the low load line vehicles for 25-32 persons, the frame of which slopes backward until the gearbox is reached, then lies horizontally, sweeps up over the back axle and then down to low level behind it. Thus an exceptionally low rear entrance can be fitted.

Besides the London, Midland & Scottish Railway, the South African Railways, Cape Electric Tramways and Pretoria Municipality are users of Albion buses.

Builders Of London's Buses.

In connection with the reversion of the large factory at Southall, Middlesex, previously engaged in the output of Associated Daimler commercial vehicles, back to the Associated Equipment Co., it is interesting to note that the latter company are responsible for the marketing of the range of passenger and goods motor vehicles fitted with the poppet valve type of engine. The Coventry factory of the Daimler Co. accepts full responsibility for productions in which the sleeve-valve engine is standardised and this type of engine is to be designed and produced there completely.

Mr. Laurence Pomeroy, appointed General Manager of the Daimler Co. is also consultant engineer to the "A.E.C.", while the technical resources of the latter concern are strengthened by the inclusion of Mr. G. T. Rackham as chief engineer. At the present time Mr. Norman Hardie, who is responsible for the commercial interests of the A.E.C. is engaged on an extensive Overseas tour.

Marking A New Transport Era.

It is evident that there is a brisk demand for British commercial vehicles, for during the first 18 days of September Morris Commercial Cars delivered no less than 112 of their six-wheelers. Some of these were for the Royal Air Force, who have placed orders with the firm amounting to over a quarter of a million pounds.

Overseas these vehicles continue to enhance their reputation and to make efficient transport possible in districts which previously were often entirely marooned for long periods at a time. In Tanganyika, for instance, a Morris-Commercial 6-wheeler recently accomplished a round trip of three days under the most trying conditions of "road" and weather where 4-wheelers found it quite impossible to operate. In fact, the 6-wheeler in the course of its journey rendered great help to such cars on many occasions by extricating them from impossible situations.

With the conquest of the Kalahari desert still fresh it is interesting to recall a most significant sequel. An American scientific expedition arrived in the locality shortly after Captain Clifford's successful trip, intending to employ two very heavy American trucks in the desert. After a trial, however, these were found to be far too heavy and, incidentally, in the Kalahari sand gave a fuel consumption of only one mile per gallon. Accordingly the expedition took over one of the successful Morris-Commercial six-wheelers in the place of one of the trucks; the fuel consumption of this being 7 m.p.g.

British Six-wheelers Overseas.

"Down Under" British vehicles have scored a fine pioneering success by circling the Australian Continent with two goods-type vehicles. In five months the MacRobertson expedition with its two Karrier "WO6" type rigid six-wheelers accomplished a 10,000 miles trek. Starting from Melbourne, the route taken was *vid* Adelaide, Coolgardie, Perth, Darwin, Newcastle Waters, Townsville, Rockhampton, Brisbane and Sydney. Despite the fact that the lorries weighed over 7 tons each they averaged over 100 miles a day over the first 2,350 miles of the trek.

The Karrier "WO6" type incorporates a 30/48 h.p. 4-cylinder engine and 8-speed gearbox and is mounted on single Dunlop tyres all round. The bodies in this case were specially constructed and included a reserve fuel tank of 300 gallons and water tank of 80 gallons capacity. Spares, winches, pumps, tents, bed, food and various equipment were all compactly housed and the behaviour of the vehicles amply confirmed the belief in their suitability for the country.

In South America a Thornycroft type "XB" six-wheeler has been giving a good account of itself. This vehicle was purchased by a local firm with large agricultural activities in the Rio Negro district of the Argentine and was delivered by road loaded with about 5,000 kgs. of machinery and goods by way of demonstrating its capabilities. The road conditions over the 1,300 kilometres varied from earth roads in fairly good state and rough camp tracks to mere earth embankments covered with slimy mud, where a bare 9 inches of clearance separated it from impossible bogs on either side. The final stages again were through sandy tracks.

Despite a bad skid into a ditch into which 10 cars had previously landed, the Thornycroft arrived at its destination without damage on the fourth day's run and was accepted as giving every satisfaction.

Motors For Horses.

The Prince of Wales with all his multifarious duties has cause to appreciate the modern methods of transport which make it possible for him to keep his many appointments and also to find time for such relaxation as hunting and point-to-point meetings.

The Prince is a firm believer in the motor horse box for carrying his animals speedily to their destination without fret. For this purpose he uses a Star Flyer chassis capable of transporting a load of 2½ tons at a speed of over 50 m.p.h. The Star engine is a 6-cylinder o.h.v. model with a 7-bearing crankshaft and is well known for its smooth and silent running.

The advantages of road transport for the conveyance of highly-strung thoroughbred animals are certainly becoming more widely appreciated and many prominent owners now employ this method. Lord Astor, Mr. "Solly" Joel, Sir Victor Sassoon and Mr. Persse, for instance, are among those who use horse boxes mounted on Latil type NVL3 chassis. This chassis employs front wheel drive and has the frame downswept immediately behind the driver's seat so that a very low loading level is obtained. At the same time there is ample room for 2 horses, grooms and all the necessary paraphernalia and a double roof ensures efficient ventilation. The engine is a 4-cylinder unit of 27.3 h.p.

STUDEBAKER RECORDS.

SOME RECENT PERFORMANCES.

Studebaker now holds 114 official American stock car records, all made under the sanction and supervision of the American Automobile Association. The most spectacular achievement was the run of the four President Eights of 30,000 miles at speeds from 64 to 68 miles an hour.

In Australia, a stock Studebaker Commander roadster not long ago broke 48 existing Australian records and established a virtual monopoly on that continent's speed marks. Driven by Norman Smith, motor editor of a Sydney newspaper. The Commander shattered all period records for 24 hours and for distances from 100 to 1,700 miles, and later travelled 3,711 miles in 147 hours and 39 minutes to establish a new transcontinental record from Freemantle to Brisbane.

In Europe virtually every Studebaker model has scored performance triumphs. One of the most recent victories was won in Poland when a stock model Erskine Six Sedan driven by S. Zychon triumphed over 120 competitors in the "Star Race," sponsored by the Automobile Club of Lodz, by covering 1,108 kilometres in 17 hours, 43 minutes.

Up in the steep passes of the Alps, two Commanders recently captured highest awards for cars of their class in the 2,939-kilometre VII. Adac Reichs und Alpenfahrt, German reliability trial.

During the Eindhoven (Holland) —Paris Reliability run last year four Studebaker Directors captured the team prize and individual gold medals as a reward for their superior performance. Driven by an amateur driver, another Director blazed a new trail across Europe in a round trip between Paris and Saloniki, Greece.

In England the Erskine qualified for gold medal awards in both the London-Land's End and London-Edinburgh Reliability Trials, two of the most important tests of last year.

In India, an Erskine Six Tourer driven by C. E. Perry set a new record between Rangoon and Mandalay by covering 502 miles over poor roads in 84 hours. The previous record for the trip was 5½ days.

Highest honours in the Barberton Reliability Trial, South African motor classic, were won by a stock model Erskine Six Sedan, according to word received by The Studebaker Corporation of America. The Erskine, piloted by Alec Mackintosh, amateur driver, scored 968 points out of a possible 1,000, to win the grand national cup, two gold medals and a certificate of merit.

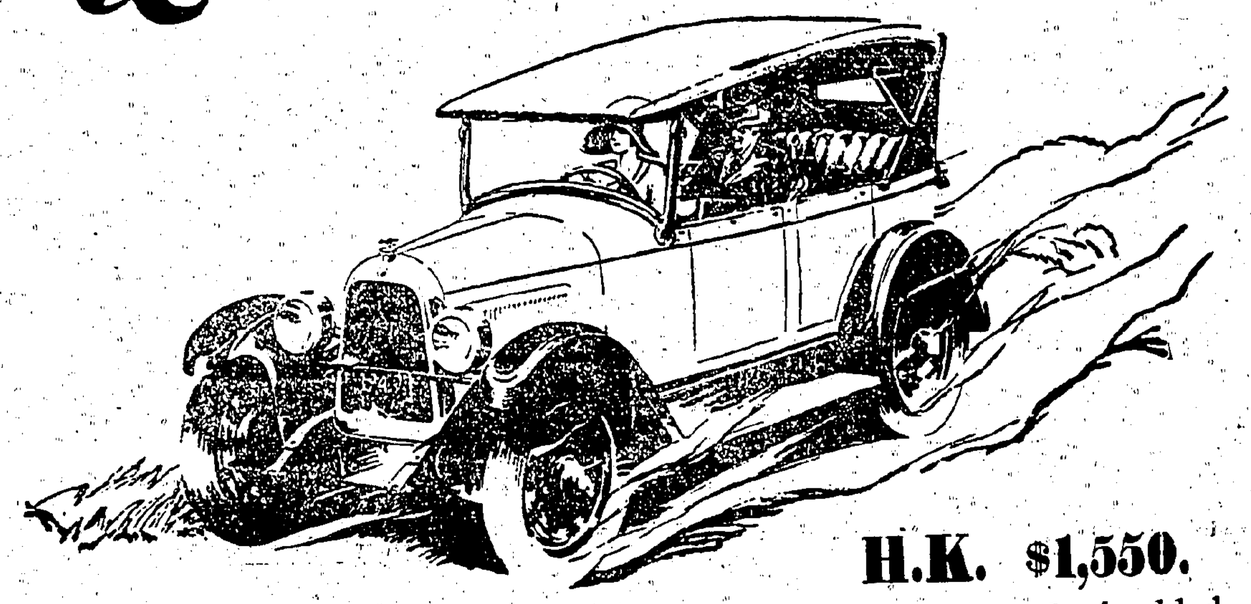
The Barberton Reliability is an annual event organised by the Rand Motor Cycling Club, Johannesburg, Transvaal, and is open to all types of private motor vehicles and both amateur and trade drivers. This year the test was conducted over a specially selected course of approximately 500 miles.

Based on engine capacity and class of driver, each competitor was required to maintain a specified speed throughout the test. Officials were stationed at five open control points and two hidden checking points. Failure to maintain the specified speed and arrive on time at each checking point resulted in the loss of one point for each 30 seconds the entrant was behind or ahead of scheduled time.

Thirty-four contestants entered the trial, of which seven failed to start. Nineteen completed the run, the Erskine Six leading with 968 points, and followed by two competitors who tied for second with 957 points.

The triumph of the Erskine Six in winning the South African event adds another performance feat to the long list of records held by Studebaker-built cars, among which are five world records, 114 official American records and 48 Australian records.

THE WORLD HAS *the* PROOF



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To Manila

Pres Cleveland	Dec. 4th, 6 p.m.	Pres. Jackson	Dec. 22nd, 6 p.m.
Pres. Madison	Dec. 8th, 6 p.m.	Pres. Taft	Jan. 1st, 6 p.m.
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"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

From UNITED KINGDOM Via PORTS.

THE Steamship "GLENIFFER" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, Delivery may be obtained.

Goods not cleared by the 2nd December, 1928, at Noon, will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas, on 30th November, 1928, at 10 A.M. Claims against the Steamer including those for Cargo short delivered must be presented on the Special Form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd., Agents.

Hong Kong, 25th Nov., 1928. [7022

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Motor Vessel "DUISBURG" having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong & Kowloon Wharf & Godown Company's godowns at Kowloon, where Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Vessel's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st December, 1928, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 30th November, 1928 at 10 a.m., by our Surveyors, Messrs. Goddard and Douglas.

All Claims must reach us before the 15th December, 1928, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

JEBSEN & CO., Agents.

Hong Kong, 24th Nov., 1928. [7023

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, Nov. 27th.

	Previous Day at 2 p.m.	On Date at 8 a.m.	On Date at 2 p.m.
Barometer	29.78	29.88	29.88
Temperature	75	66	70
Humidity	51	75	68
Wind—			
Direction	SW	NNE	N
Force	1	3	3
Weather	O	OD	O
Rain	0.00	0.00	0.00

Highest open-air Temperature, 26th: 75
Lowest open-air Temperature, 27th: 64

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

HONG KONG TIDE TABLE.

From November 28th to Dec. 4th, 1928.

Days of Week	Date of Month	High Water: Hong Kong Standard Time	Height	Low Water: Hong Kong Standard Time	Height
		h. m.	ft. in.	h. m.	ft. in.
Wed.	28	m10 39	5 3	m 4 2	0 8
		9 21 a	8 7	3 8 a	3 5
Thur.	29	m11 43	5 0	m 4 52	0 6
		10 2 a	8 7	3 37 a	3 7
Fri.	30	0 52 a	4 7	m 5 43	0 6
		10 48 a	8 5	4 7 a	4 0
Sat.	1	2 9 a	4 6	m 6 38	0 8
		11 38 a	8 1	4 40 a	4 2
Sun.	2	3 31 a	4 5	m 7 39	1 2
				5 16 a	4 5
Mon.	3	m 0 32	7 5	m 8 42	1 5
		No inter high		nor low	wat.
Tues.	4	m 1 30	6 8	m 9 42	1 9
		5 56 a	5 1	8 30 a	5 0

CHINA MERCHANTS' S.N. COMPANY.

"THE BITTER CRY OF SHAREHOLDERS."

COMPANY LANGUISHES UNDER GOVERNMENT CONTROL.

PROFITS DOWN AND EXPENSES UP.

The following is a translation, reprinted from the "North-China Daily News" of a half-page advertisement in the Shanghai vernacular paper "Shunpao." It is a strong protest against the official control which the Nationalist Government has imposed on the China Merchants and sets out the unhappy results that have ensued.

The China Merchants Limited Liability Steamship Company has been in existence for more than fifty years. It has a capital of Tls. 40,000,000 and is the largest privately owned concern of its kind in China. All business concerns have suffered severely from the effects of the long continued civil war and the exactions of the militarists but the shipping companies have suffered more than any other. So that even to speak of it makes the heart sore. The Nationalist Government took a hand in the concerns of this company, first by sending an official to examine our books, and then by sending another as official Director. The idea doubtless was to protect the Nationalist interest in shipping on the one hand, and to care for the interests of the shareholders on the other. There was originally no intention to taking over the business and running it as a government concern or of taking the business permanently out of our control. But the meeting of Directors has been dissolved and the shareholders' meeting indefinitely postponed. Our business daily decreases and our liabilities increase, so that bankruptcy stares us in the face. We shareholders have been deeply wounded and, weeping blood, have determined to brave death in an attempt to set things right rather than be slowly exterminated as though under the saw or shut up in a cauldron to be boiled with no means of escape. We have, therefore, sworn that we will not desist until our aims are achieved and, therefore, set forth a statement of our case as below, and trust it will receive attention from the wise and good in the government.

Origins Of The Company.

The company was organised in the 13th year of the Emperor Tung Chih (1875). Besides the ordinary trade of carrying passengers and cargo it was at the disposal of the Director of Grain Transport for the purpose of carrying tribute grain to Peking. Shortly afterwards grain ceased to be carried from the south to Peking and the Grain Directorate was abolished. We, thereupon, in accordance with mercantile law, registered as a limited liability company of shareholders and were, from the beginning, purely a mercantile concern, the same as any other business concern.

If it is contended that shipping companies should be under government control, then there are other companies, with tonnage comparable to ours, like the Chengchee Company in the north and the San-peh Company in the south and there is no evidence that the Board of Communications has any intention of interfering with their management. Moreover, if we look at such companies as ours in Europe and America, it will be seen that they are all privately owned and frequently receive financial assistance from the Government.

Deterioration Under Government.

Recently President Coolidge said that business put under government control developed many corruptions and our own experience is that since the board of control took charge our expenditure has increased enormously and our income has fallen to an alarming extent, and the administration has shown laxities unknown in former years. This shows that the government's attempt to reform us has ended in increasing the deterioration of the administration. Their attempt at protecting the capital of investors has resulted in preventing the expansion of business. Can a pure administration result in such a strange condition of affairs? It is for this reason that we, shareholders, refuse to hold our peace.

According to the public declaration of the official Director in taking office and the board of examination, (1) the control of a limited liability company rests with the Directors and the supreme authority is vested in the shareholders; (2) they expressed a wish that the shareholders would not let their authority slip as the Government merely occupied the position of Director and would not interfere in the conduct of business, and (3) that when the shareholders were organised according to law and the board of Directors functioning, the official Directorate would be abrogated and the company be treated as an ordinary business concern.

A Breach Of Faith.

(4) The government gave great weight to the principle of popular control and those spreading rumours that the Government meant to confiscate the business would be severely punished. All these declarations were just and proper, but the Directorate ere long proceeded to reconstruction and from reconstruction to control and after control appointed an official Director. Now, suddenly, there is talk of making the China Merchants Company a private business under Government management or a business under the dual control of the merchants and Government. Before the lips were dried the words spoken were eaten. This breach of faith on the part of the Government may be condoned but what about the ruin of the business?

If the Government can, at its pleasure, give or take away positions of trust in a purely mercantile company, then who will guarantee that any industry of any importance will not be placed in the same position? If the laws cease to give protection and the people's property be utterly destroyed, those who have invested capital tremble and those who have not done so will hesitate before taking risks.

Other Victims Will Follow.

The sacrifice of the China Merchants Company is indirectly the sacrifice of innumerable other companies. Our industry is still in its infancy. Even given protection and encouragement it will have difficulty in prospering but this arbitrary, and suicidal, policy of the Government directly contradicts our late President's injunction to foster popular control of industry in order to promote national stability; it is against right and leads to destruction. What is needed at present is to call a meeting of shareholders and revert to the original constitution of the company in order to avert irretrievable disaster.

At this moment the period of tutelage under the Nationalist Government has just been inaugurated. The five Yuans have been set up and all things are becoming new. The China Merchants Company is the first of China's shipping lines. It is necessary to stimulate it that we may recover the control of our shipping trade. The 146th section of the law regulating limited liability companies enacts that 10 per cent. of the shareholders may at any time demand that a meeting of shareholders be called. The shareholders represented in this appeal hold 8,000 shares, about the number necessary to demand that a meeting be called, and we beg the government to order the Board of Communications to take action in accordance with the rules governing limited liability companies and call a meeting of shareholders so as to promote shipping interests and remove all obstructions to further progress.—Signed Chiang Tsun Kwei, Tong Kang and Wang Yu Ling.

BRITAIN DRINKING LESS.

MODERN COMPETITORS OF THE "PUB."

London, Nov. 22nd.

Britain is showing an amazing decline in consumption of beer and spirits, according to figures made public here.

That the decline is continuing is proved by latest figures on clearances for bonded spirits, namely, a decrease of 8 per cent. for the first half of the present year, compared with the corresponding period of 1927.

The drop is attributed to a change of habits rather than to any campaign or moral revival. The country has drifted away from the public houses without actually realizing it.

Cinemas, theatres, radio, automobiles the complete change that has come over the average man's existence since 1900 has diverted thousands of pounds sterling from the till of the "pub." The great increase in sport interest has taken many customers from the bar to the stadium or race track.

The home of whisky has also felt the changing trend of the times. Consumption of spirits in Scotland was 8,623,092 gallons in 1900; 6,709,343 in 1913, and 2,456,283 last year. England's consumption of spirits in 1900 was 39,239,522 gallons. It dropped to 22,004,432 gallons in 1913, fell to 10,412,921 last year and is still decreasing.

Beer has followed "hard liquor" on the downward trail. England consumed 31,810,877 bulk barrels in 1902; 30,758,600 in 1913, and 23,418,640 in 1927.

THE WORLD'S SHIPPING.

LLOYD'S REPORT FOR 1927-28.

The annual report of Lloyd's Register of Shipping, recently published in London, as always contains a mass of information of interest to all concerned with shipbuilding and steamship services. The Society's operations, for the year under review (1927-28), have shown a marked increase over those of the previous year. This is mainly attributable to two causes. In the first place, during the preceding year (1926-27) shipbuilding, and the allied industries of Great Britain, experienced a severe depression, owing to the stoppage caused by the coal dispute. A large portion of the work which, but for this interruption, would have been included in that year was only completed during the current period, and swelled its production of tonnage accordingly. In the second place, there arose, both in Great Britain and abroad, an unexpected and urgent demand for oil tank vessels, which could only be met by the construction of a large number of additional ships. These conditions combined to create increased activity in shipbuilding, and this is reflected in the Society's operations for the year 1927-28.

The new vessels classed by the Society, during the year 1926-27, numbered 323, of a gross tonnage of 978,146 tons, whereas the corresponding figures for the year ended the 30th June, 1928, were 578 vessels, of 1,883,533 tons gross, including no less than 77 yachts. The increase in the volume of work in hand, however, has been of short duration. The exceptional demand for new tonnage has been more than met, and there is now a heavy falling-off in the number of vessels which have been ordered, and which are now in course of construction, the reduction being appreciably greater in Great Britain and Ireland than abroad.

During the past twelve months, plans representing 476 vessels, of 1,454,050 tons gross, were approved by the Committee of Lloyd's Register. These figures are considerably below those for the preceding year, which were the highest reached since 1920. It may be noted that of this projected tonnage 69.3 per cent. (1,007,340 tons) is intended to be built in Great Britain and Ireland, and 30.7 per cent. (446,710 tons) in other countries.

The total tonnage of merchant vessels afloat at the end of June, 1928, holding the classification of Lloyd's Register, amounted to 30,661,257 tons, and is the highest figure ever recorded in the history of the Society. Moreover, at the end of the period under review, there were under construction throughout the world, to the Society's classification, 382 vessels, of 1,779,353 tons. The aggregate of shipping holding, or intended to hold, the classification of Lloyd's Register amounts, therefore, to 10,021 vessels, of nearly 32½ million tons gross. Of the 1,779,353 tons referred to as being under construction at the end of June to the Society's classification, 1,047,270 tons were being built in Great Britain and Ireland, and it is satisfactory to report that the last-mentioned figure constituted over 87 per cent. of the total tonnage under construction at home.

An interesting feature, in the design of vessels dealt with during the period under review, is the increase in the number of vessels built upon the Isherwood system of longitudinal framing. Since the end of June, 1927, 74 vessels, of 456,187 tons, have been constructed under the Society's superintendence. All these vessels, with the exception of one of 2,694 tons, are intended for the carriage of oil in bulk. Included in the above are 17 vessels, of 126,688 tons, built upon the "Bracketless System," a modification of the Isherwood longitudinal system of construction. In addition, 25 vessels, of 131,746 tons, have been constructed upon the combined longitudinal and transverse system, and, of these vessels, 19 of 85,138 tons are also intended for carrying oil in bulk. The total number of ships, of all types of construction, intended for carrying oil in bulk—excluding those of less than 1,000 tons — built under the Society's inspection during the last twelve months, amounted to 102 of 587,491 tons gross. This tonnage considerably exceeds the corresponding figures for the preceding year, and actually forms more than 31 per cent. of the total tonnage classed during the period. It is worthy of note that, included in the above figures are those pertaining to the motorship *C. O. Stillman*, 16,436 tons gross, which is the largest tanker now afloat. The steadily increasing demand for oil-carrying vessels is reflected in a table, which shows the tonnage of all such vessels recorded in Lloyd's Register Book for 1914 to be 1,478,988 gross tons, while in 1928 (July) the total was 6,620,028 gross tons.

Vessels to the number of 91, of 431,391 tons—or 40.6 per cent. of the total tonnage of new steamers classed during the year—were fitted for burning oil fuel. A table, which includes all such vessels recorded in Lloyd's Register Book,

(*Continued on next Column*).

shows the increase which has taken place in the gross tonnage of vessels either originally fitted to burn oil fuel, or subsequently converted for that purpose. In 1914 the gross tonnage of such ships was 1,310,209, whereas up to July last the total was 19,053,014 gross tons. These figures include vessels which are fitted with installations for burning oil in the furnaces of their boilers, but it does not necessarily follow that all such vessels are actually using oil. It will be understood that a number of such installations can readily be replaced by coal-burning fittings when occasion demands the use of coal in preference to oil.

An outstanding feature in the shipbuilding output for the year has been the increased use of the internal combustion engine as a means of marine propulsion. New vessels fitted with this type of engine, to which classes have been assigned by the Committee during the last twelve months, amounted to 180, of 812,437 tons gross, of which 150 of 811,983 tons have engines using heavy oil. It is worthy of mention that of the total number of vessels fitted with internal combustion engines no less than 100, of 445,235 tons, have been built in Great Britain and Ireland. Particulars of the ownership of these vessels are as follows:—Great Britain and Ireland, 81 vessels of 377,913 tons; British Dominions, 8 vessels of 49,931 tons; Other Countries 71 vessels of 384,563 tons. At the close of the period there were 685 motorships, of 3,430,933 tons gross, recorded in Lloyd's Register Book, either actually holding the Society's classification or being completed under the special survey of the Society's Surveyors. Attention is drawn to the fact that the tonnage of vessels either employing oil as fuel for motors, or fitted with oil-fuel-burning installations, forms no less than 37.6 per cent. of the total tonnage of all existing vessels of 100 tons and upwards as recorded in Lloyd's Register Book.

The combination of a low-pressure steam turbine connected to the main shafting of steam reciprocating engines through reduction gearing and hydraulic clutch, thus permitting the independent use of the reciprocating engines during manœuvring, provides an interesting development in the progress of marine engineering. During the current year, the Committee have approved proposals for the construction of new machinery on this principle, and also for the conversion of existing steam reciprocating engines in a large number of vessels. The trials of vessels in commission thus fitted have proved entirely satisfactory, showing in each case increased efficiency and greater power than would have obtained had reciprocating engines only been in use.

It is a matter of common knowledge that cargo vessels are now required to undertake voyages, in the ballast condition, of longer duration, and at great speeds, than has been customary hitherto. The Committee have always attached considerable importance and value to the experience gained by the observation of the conduct of ships when actually under the stress of service conditions. In order, therefore, to keep in close touch with problems which may arise in consequence of these changed requirements, the Committee have, during the past year, arranged for a member of the Society's Technical Staff to make voyages on cargo vessels, with the sole object of observing the behaviour of the structures in any exceptionally severe conditions of weather and loading to which they may be subjected. In view of the fact that the problems in relation to passenger vessels are of a somewhat different character from those of cargo vessels, the Committee have also provided for voyages to be made, by another of the Society's expert surveyors, in a large passenger ship, in order that similar observations may be obtained.

During the year under review, there has been evident a marked tendency to adopt special forms of stream line and reaction rudders, and devices in way of the sternpost and propeller, for the purpose of reducing the resistance at the stern. A number of proposals of this nature have received the approval of the Committee.

AMERICAN TAXATION.

GOOD NEWS FOR PHILIPPINE RESIDENTS.

Washington, Nov. 21st.

Philippines Resident Commissioner Pedro Guevara announced to-day that the House Ways and Means Committee members are "very emphatic" in supporting relief of American citizens in the Philippines from double taxation, as under the present system.

"I believe there will be little difficulty," said Guevara, "in obtaining relief before the session has progressed far."

Guevara announced that he is conferring continuously with the House Ways and Means Committee regarding the Timberlake Bill, designed to limit Philippines duty-free sugar to 500,000 tons a year.

He expressed confidence that this measure will be halted, as well as the Welch Bill, and he has requested the committee that he be heard on the latter at as early a date as possible.

ARMY CUT DOWN IN MANCHURIA.

FROM 400,000 TO 150,000.

Nanking, November 22nd.

Reduction and reorganization of the Fengtien forces under the supervision of the Army Reduction Committee are nearing completion, according to a telegraphic report from Mukden by Generals Chang Tsueh Liang, Han Lin Chun and Yang Yu Ting to the State Council.

The report states that of the total number of about 400,000 soldiers in the Three Eastern Provinces, 250,000, officers included, are now being disbanded, thus leaving only a force of 150,000, which will be sufficient for frontier defence and the maintenance of peace and order. The various infantry divisions and brigades, numbering 40 in all, are being reduced to 13 brigades while two brigades will be reorganized out of the six cavalry divisions. Arrangements are now also in progress for the reorganization of the three artillery divisions and two battalions into eight battalions.

To provide employment for the disbanded officers and soldiers, the report adds, in order to prevent them from drifting into banditry, a number of the officers will be given scholarships in military academies or appointed to positions in the Police department, and the rest will either be placed in charge of reclamation work in the Three Eastern Provinces or given adequate travelling expenses to return to their native homes.—*Kuo Min.*

AVIATION ACCIDENTS.

Villa Coublay, Nov. 21st.

While attempting to set a new altitude record to-day the French airplane pilot LeMoigne became unconscious when his oxygen inhaler failed at an altitude of 30,000 feet.

His plane fell nearly five miles while the pilot, unconscious through asphyxiation and half-frozen as well, sat motionless with his safety belt holding him in place as the ship lurched and spun madly.

As the craft entered more normal air near the ground, LeMoigne revived. He became aware of his plight, worked frantically at the controls, righted his plane and achieved a safe landing.

Watchers on the ground had realized LeMoigne's plight when they saw the plane rocketing down out of the heavens. By the time LeMoigne glided to earth, most of the spectators were themselves in a state of near-collapse.

Japanese Pilot Drowned.

Tokyo, Nov. 21st.

A Japanese pilot named Masao Iwata was drowned to-day when an aeroplane in which he was flying for the *Nippon Dempo News Agency*, with which United Press is connected in Japan fell to the ocean as he was returning to Tokyo after obtaining a picture of the Emperor Hirohito at the Ise Shrine.

The picture showed the Emperor and his party conducting rites in connection with the recent Enthronement ceremony at Kyoto. It is at Ise that the Grand Shrine is located, where notification to the Imperial Ancestors is given.

A second airplane carrying Nippon Dempo pictures is also missing and it is feared that it may have crashed somewhere in the mountains.

The Emperor is expected to return to Kyoto to-morrow, following completion of the Ise ceremonies.

EXPLOSION IN FRANCE.

TWELVE PERSONS KILLED.

Paris, Nov. 20th.

Twelve persons were killed at Vincennes to-day when an explosion occurred in a French army cartridge plant.

The cause of the blast has not yet been determined. An investigation is in progress.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. and CHINA MUTUAL STEAM NAVIGATION CO., LTD.

From UNITED KINGDOM Via SINGAPORE.

CONSIGNEES per Co.'s Vessel "ASPHALION" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 26th November.

Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 3rd December, will be subject to Rent.

All Claims against the Vessel must be presented to the Undersigned on or before the 17th December, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

26th November, 1928. [7025

CHINA NAVIGATION
COMPANY, LIMITED.

Shanghai ...	"YUNNAN" ...	On 28th Nov.,	3 p.m.
Swatow & Shanghai ...	"LINAN" ...	On 29th Nov.,	10 a.m.
Amoy, Shanghai & Tsingtao ...	"CHENAN" ...	On 29th Nov.,	3 p.m.
Weihaiwei, Chefoo & Tientsin ...	"KUEICHOW"	On 30th Nov.,	4 p.m.
Swatow, Shanghai & Tsingtao ...	"HANYANG"	On 2nd Dec.,	7 a.m.
Shanghai & Dalny ...	"LUCHOW"	On 2nd Dec.,	7 a.m.
Swatow & Bangkok ...	"KWEIYANG"	On 2nd Dec.,	10 a.m.
Amoy, Swatow & Singapore ...	"ANKING" ...	On 3rd Dec.,	6 a.m.
Hoihow, Singapore & Rangkok ...	"KINGYUAN"	On 4th Dec.,	Noon
Amoy, Shanghai & Tsingtao ...	"SINKIANG"	On 4th Dec.,	3 p.m.
Hoihow, Pakhoi & Haiphong ...	"KIUKIANG"	On 5th Dec.,	Noon
Shanghai ...	"HUPEH" ...	On 5th Dec.,	3 p.m.
Swatow & Shanghai ...	"CHINKIANG"	On 6th Dec.,	Noon
Swatow, Shanghai & Tsingtao ...	"SOOCHOW"	On 9th Dec.,	7 a.m.
Shanghai & Dalny ...	"LIANGCHOW"	On 9th Dec.,	7 a.m.
Swatow & Bangkok ...	"KALGAN"	On 9th Dec.,	10 a.m.
Amoy, Swatow & Singapore ...	"ANHUI" ...	On 10th Dec.,	6 a.m.
Hoihow, Swatow & Bangkok ...	"KUNGCHOW"	On 12th Dec.,	Noon
Swatow & Bangkok ...	"KIANGSU" ...	On 16th Dec.,	10 a.m.
Hoihow, Pakhoi & Haiphong ...	"TEAN" ...	On 19th Dec.,	10 a.m.
Weihaiwei, Chefoo & Tientsin ...	"HUICHOW"	On 19th Nov.,	4 p.m.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.
Telephone Central 36. Agents.

CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4

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LIMITED.

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HONGKONG TO AUSTRALIAN PORTS
Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

Steamer	Due Hong Kong	Due to Sail
CHANGTE	7th December	14th December
TAIPING	4th January, 1929	11th January, 1929
CHANGTE	8th February, "	15th February, "
TAIPING	8th March, "	15th March, "

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AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

s.s. "CITY OF CHESTER" ... Via Suez Canal 27th December
s.s. "EUMAEUS" ... ... 11th January
s.s. "AUTOLYCHUS" ... ... 8th February

Steamers proceed via Suez Canal or Panama Canal at Owners' option,
Subject to Change without Notice.

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HONG KONG & CANTON, JARDINE, MATHESON & Co., LTD., CANTON. [21

PRINCE LINE
IMPROVED SERVICE
BY
FAST MOTOR VESSELS
TO
BOSTON
AND
NEW YORK

M.V. "MALAYAN PRINCE" ... ... 4th December
M.V. "ROYAL PRINCE" ... ... 31st December

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Telegrams: Furnprince King's Building. [19

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS
Sailings from Hong Kong:

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.

ANDRE LEBON ...	4th Dec.
PORTHOS	18th Dec.
CHENONCEAUX ...	1st Jan., 1929
ATHOS II ...	15th Jan., "
D'ARTAGNAN ...	29th Jan., "
SPHINX ...	12th Feb., "
G. METZINGER ...	26th Feb., "
PAUL LECAT ...	12th Mar., "

To Yokohama via Shanghai and Kobe.

CHENONCEAUX ...	30th Nov.
PORTHOS	4th Dec.
ATHOS II	18th Dec.
D'ARTAGNAN ...	1st Jan., 1929
SPHINX	15th Jan., "
G. METZINGER ...	29th Jan., "
PAUL LECAT ...	12th Feb., "
ANDRE LEBON ...	26th Feb., "
CHENONCEAUX ...	12th Mar., "

We can issue Through Tickets to EGYPT, SYRIAN PORTS, EAST AFRICA, MADAGASCAR by Transhipment on our Mail Steamers at PORT-SAID, or DJIBOUTI.

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Telephones: 11, 631 and 740. 3, QUEEN'S BUILDING. [2

Shipping News
Arrivals and Departures, etc.

ARRIVALS.

November 26th.

Antenor, British str., 6,809 tons, Capt. J. G. Reynard, from Dairen *vid* ports. She left Dairen on November 12th, with a general cargo, lying at Holt's Wharf.—B. & S.

Chip Shing, British str., 1,199 tons, Capt. D. J. Burleigh, from Weihaiwei, which port she left on November 21st, with a general cargo, lying at buoy No. C33.—Jardine, Matheson & Co.

Linan, British str., 1,336 tons, Capt. W. J. Larter, from Amoy, with 360 tons of general cargo, lying at buoy No. B13.—B. & S.

Marly, Norwegian str., 656 tons, Capt. H. Hovland, from Kamfa, with 1,650 tons of coal, lying at Yaumati.—K. Larsen.

Tukei Maru, Japanese str., 1,963 tons, Capt. M. Masuda, from Samarinda, which port she left on November 15th, with 2,000 tons of coal, lying at buoy No. C32.—M.B.K.

November 27th.

Circurellas, French str., 1,917 tons, Capt. Y. Fenet, from Saigon, which port she left on November 23rd, with a general cargo, lying at buoy No. B47.—Messageries Maritimes.

City of Perth, British str., 4,173 tons, Capt. G. Swinney, from Shanghai, which port she left on November 24th, with 100 tons of general cargo, lying at buoy No. A5.—Bank Line.

Deli Maru, Japanese str., 1,272 tons, Capt. Y. E. Yamamoto, from Canton, lying at O.S.K. Wharf.—O.S.K.

Fuku Maru, Japanese str., 2,787 tons, Capt. M. Morikawa, from Nagasaki, which port she left on November 22nd, with a general cargo, lying at Kowloon Wharf.—N.Y.K.

Seang Bee, British str., 3,784 tons, Capt. C. M. Cotton, from Singapore, which port she left on November 19th, with a general cargo, lying at buoy No. A26.—Suei Kee Co.

JAPANESE DOCKYARD IN TROUBLE.

WORKERS RETAINED IN NEW SCHEME.

TOKYO, Nov. 23rd.

Owing to fears that the financial difficulties of the company will impede the completion of two destroyers and one gun-boat which are under construction for the Government by the Fujinagata Dockyard Co., the Navy Office has agreed to take over partial management of the concern as it did last year in the case of the Kawasaki Dockyard Co.

It is learned that an agreement was signed this morning. It makes the Navy responsible for all bills issued by the Fujinagata Dockyard Co. for the purpose of constructing the vessels. In addition a satisfactory agreement has been reached under which the present dockyard staff will be retained.—*Reuter.*

SUNRISE AND SUNSET.

	Sunrise.	*Sunset.*
To-day	6.45 a.m.	5.38 p.m.
To-morrow	6.45 "	5.38 "
Friday	6.46 "	5.38 "

CLEARANCES.

November 27th

Antenor, for Singapore.
Borneo, for Hoihow.
City of Perth, for Manila.
Empress of France, for Shanghai.
Fuku Maru, for Singapore.
Hai Ning, for Swatow.
Halvadan, for Bangkok.
Halvard, for Canton.
Hanoi, for Kwang Chow Wan.
Lee Cheung, for Shanmi.
Linan, for Canton.
Sandviken, for Bangkok.
Shin Hing, for Macao.
Solviken, for Saigon.
Tjikembank, for Muntok.

PASSENGERS.

Arrivals.

The following passengers arrived here on November 26th from Shanghai per s.s. *Antenor*:—Mr. J. Amour, Mrs. C. Blix and child, Mr. C. W. Cumming, Miss D. G. Clarke, Mr. and Mrs. Drewett and infant, Mr. J. F. Drysdale, Mr. E. N. Ensor and two children, Mr. G. B. Elliott, Mr. W. N. Fleming, Capt. R. R. Flood, Mr. S. L. Horribin, Dr. and Mrs. G. A. F. Heyworth, Mr. and Mrs. R. K. Henderson, Mr. D. J. Harding, Mr. and Mrs. J. O. Ireson, Mr. E. C. Inston, Mr. H. Jackson, Mr. G. G. Johnston, Mrs. J. Moffat and two children, Mr. and Mrs. D. M. Mitchell, Mrs. J. H. McGecham and child, Mr. W. B. Mackay, Mr. Ng Shew Kwan, Mrs. Ng and two infants, Miss Anna Ng, Mr. C. E. Pencock, Mr. H. S. Prophet, Mr. and Mrs. C. C. Stevenson, Miss S. Stallworthy, Mr. and Mrs. B. A. Somekh and child, Miss P. Tyrwhitt, Mr. and Mrs. H. R. Tweedlie, Mrs. H. G. Wright, Mr. and Mrs. C. E. Winning, Mr. K. C. Wong, Mr. C. O. Wong, Mrs. G. M. Young, child and infant; Mr. H. B. Bates, Comdr. and Mrs. W. S. Bardwell and two children, Lieut. H. Barnett, Comdr. G. C. Cooke, Mr. W. R. Forde, Lieut. G. Hill, Mr. and Mrs. R. N. Kirby, Miss Robertson, Miss E. Tokussa, Mrs. Thomson.

Departures.

The following passengers left here on November 27th by the s.s. *Shinyo Maru* for San Francisco and way ports:—Mr. H. H. Donald, Mrs. Aiers, Mr. Leung Chi U, Mr. Leung Ku Sou, Miss Assia Schemebey, Mr. T. Matsumoto, Mr. K. Toyotomi, Mr. R. M. Senna, Mr. Y. Uchinami, Mrs. M. Akai, Miss Y. Akai, Miss S. Akai, Mr. and Mrs. K. Nagaoka, Mr. G. Akai, Mr. and Mrs. Chritian Lem, Miss Nita L. Pearce, Mr. A. R., Barham.

The following passengers left here on November 27th by the s.s. *President Grant* for Seattle:—Miss V. D. Casady, Mr. F. A. Diekhoff, Miss Ruth Kuster, Mrs. I. F. Miner, Mrs. Elizabeth N. Powers, Mr. T. M. Gilmer, Miss Astrid Pederson, Mr. S. J. Albright, Comdr. J. F. Riordan, Mrs. J. F. Riordan, Miss Katherine Riordan, Mr. B. Tang, Mr. Yang Han Tze, Mr. Ding Lung, Mr. H. A. Pan, Mr. Lee Wong, Mr. Lee Gong Shue, Mr. A. C. Davis, Mr. and Mrs. H. W. Gerber, Mr. S. H. D. Moray, Mr. E. Sachs, Mr. and Mrs. Pedro Lamjap, Mr. C. A. Herschleb, Mr. E. Luebbert, Mrs. D. W. Murphy, Mr. I. Sassoon, Mr. Tsang Kwong, Mr. L. A. Wang, Mr. H. B. Collier, Mr. and Mrs. H. E. Crampton, Mr. Fong Pui See, Mr. Tung Ng Hung.

THE NEW "PRESIDENT" LINER.

TO BE CALLED AFTER ANDREW JOHNSON.

Mr. R. Stanley Dollar, Vice President and General Manager of the Dollar Steamship Line, has announced that the name of the new President liner, the former *Manchuria* recently acquired by the Dollar Line, will be the *President Johnson*. She will take her place as the 18th passenger vessel of the company.

The *President Johnson* is now in New York, preparatory to reconditioning to become ready to join the fleet. Announcement of the placing of the bids and her date of going into service has not been made.

Andrew Johnson, after whom the ship is named, was Vice President in Lincoln's second administration and succeeded the martyred president, who was slain by John Wilkes Booth a month after inauguration as seventeenth president of the United States, taking office at a period filled with the grave problems of reconstruction following the Civil War.

Johnson, whose life span was from 1808 to 1875, was born in Raleigh, North Carolina. He started work as a tailor's apprentice. After marriage his wife undertook his education and largely through her efforts he attained political prominence. Throughout his public career he was regarded as the spokesman and champion of the laboring classes.

The plans for the formal bestowal of the name of *President Johnson* on the new addition to the Dollar Line fleet have not been formulated.

VESSELS EXPECTED.

Messageries Maritimes.
Chenonceaux, Nov. 30th.
Andre Lebon, Dec. 4th.
Porthos, December 4th.
Athos II., December 18th.
D'Artagnan, January 1st.
Sphinx, January 15th.
General Metzinger, Jan. 29th.
Paul Lecat, February 12th.

Nippon Yusen Kaisha.
Atsuta Maru, to-day.
Kitano Maru, Nov. 30th.

Norddeutscher Lloyd, Bremen.
Trave, Dec. 2nd.
Remscheid, Dec. 15th.
Fulda, Dec. 16th.
Main, Dec. 22nd.
Trier, Jan. 13th.
Oder, January 30th.

Peninsular and Oriental.
Karmala, Nov. 30th.
Trelawny, Dec. 3rd.
Jeypore, Dec. 6th.
Malwa, Dec. 7th.
Mantua, Dec. 7th.
Troutillian, December 9th.
Kashmir, Dec. 15th.
Kalyan, Dec. 21st.
Naldera, December 22nd.
Morea, January 4th.
Nautua, January 5th.
Kashgar, January 18th.
Padua, January 18th.
Macedonia, February 1st.
Khiva, February 15th.
Khyber, March 7th.

Prince Line.
Malayan Prince, Dec. 5th.
Royal Prince, December 31st.

Royal Packet Nav. Co. (K.P.M.).
Cremer, to-morrow.

Swedish East Asiatic Co., Ltd.
Nanking, Dec. 4th.

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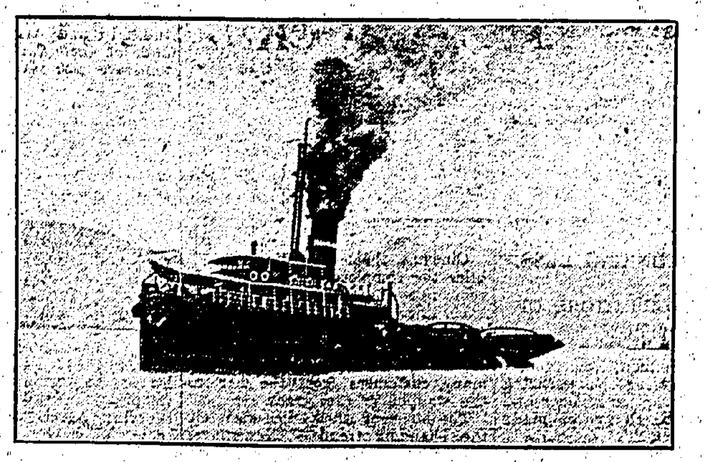

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"Henry Keswick"

Built, engined and equipped complete by The Hong Kong & Whampoa Dock Co., Ltd., Hong Kong, for their own service, 1921. Length 165' B.P., Breadth 34' (m), Depth 17' (m), I.H.P. 2,000. Fitted with electrically driven submersible and centrifugal pumps, air compresser, wireless, searchlight and all modern appliances for Salvage Works.

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SAILINGS SUBJECT TO ALTERATIONS

To	Steamship	Date
TSINGTAU via SWATOW & SHANGHAI ...	"WAISHING"	Wed., 28th Nov., at Noon
	"FOOSHING"	Sun., 2nd Dec., at 7 a.m.
	"HOPSANG"	Wed., 5th Dec., at 7 a.m.
	"HANGSANG"	Sun., 9th Dec., at 7 a.m.
OSAKA via MOJI & KOBE ...	"KUTSANG"	Tues., 4th Dec., at 7 a.m.
OSAKA via AMOY, S'HAI, MOJI & KOBE ...	"NAMSANG"	Wed., 12th Dec., at 7 a.m.
STRAITS & CALCUTTA ...	"YUENSANG"	Fri., 7th Dec., at 3 p.m.
	"HOSANG"	Fri., 14th Dec., at 3 p.m.
SANDAKAN ...	"MAUSANG"	Thurs., 13th Dec., at Noon
CANTON ...	"FOOSHING"	Wed., 28th Nov., at 7 p.m.
TIENTSIN ...	"CHIPSHING"	Satur., 1st Dec., at 3 p.m.
	"CHEONGSHING"	Sun., 16th Dec., at 4 p.m.

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Motor Vessel "GLENBEG" ... (via Oran) 12th Dec.
Steamship "GLENIFFER" ... (via Oran) 9th Jan., 1929
Steamship "GLENSHANE" ... (via Oran) 6th Feb., "
Steamship "CARDIGANSHIRE" ... (via Oran) 6th March, "

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Steamship "CARMARTHENSHIRE" ... 16th Dec.
Steamship "GLENSHANE" ... ... 31st Dec.
Motor Vessel "GLENOGLE" ... 7th Jan., 1929
Steamship "CARDIGANSHIRE" ... ... 21st Jan., "

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Cabin class ... ... £73. Intermediate class... £48.
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Cabin class ... ... £80.

NEXT SAILINGS TO EUROPE:—

Freight	M.S. "TRAVE"	departure	2nd Dec.
Freight	S.S. "Fraaken"	departure	11th Dec.
Pass.	S.S. "COBLENZ"	departure	15th Dec.
Freight	M.S. "Koenigsberg" ...	departure	27th Dec.
Pass.	M.S. "FULDA"	departure	12th Jan.

Passenger steamers sailing via Manila and Ports to Genoa, Rotterdam, Hamburg and Bremen.
Freight steamers sailing via Singapore and Ports to Marseilles Rotterdam, Hamburg and Bremen.

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Cabin class ... ... $75.00. Intermediate class...$45.00.

Freight	S.S. "Remscheid" ...	...	...	due here 15th Dec.
Pass.	M.S. "FULDA" ...	...	...	due here 16th Dec.
Freight	S.S. "Main" ...	...	...	due here 22nd Dec.
Pass.	S.S. "TRIER" ...	...	...	due here 13th Jan.
Freight	S.S. "Oder" ...	...	...	due here 30th Jan.

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AND RETURN
(Occupying 8 to 9 Days)

HAIYANG ... ... Friday, the 30th Nov., at 2 p.m.
HAICHING ... ... Tuesday, the 4th Dec., at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier Bound) Trip Tickets will be issued from Hong Kong to Foochow (Pagoda Anchorage) or *vice-versa* and Return by the same Steamer at the Reduced Rate of $30.00 including Meals while the Steamer is in Port.
For Freight and Passage apply to—
DOUGLAS LAPRAIK & CO.
General Managers. [8

SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC

TO VICTORIA AND VANCOUVER

17 Days Hong Kong-Vancouver, 14 Days Shanghai-Vancouver.

11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver.

SAILINGS 1928-1929.

Steamers.	Hong Kong Leave	S'hai. Leave	Kobe Leave	Y'hama. Leave	V'couver. Arrive.
EMPRESS OF FRANCE	Nov. 28	Dec. 1	Dec. 4	Dec. 6	Dec. 15
EMPRESS OF RUSSIA	Jan. 9	Jan. 12	Jan. 15	Jan. 17	Jan. 26
EMPRESS OF ASIA	Jan. 23	Jan. 26	Jan. 29	Jan. 31	Feb. 9
EMPRESS OF FRANCE	Feb. 13	Feb. 16	Feb. 19	Feb. 21	Mar. 2
EMPRESS OF RUSSIA	Mar. 6	Mar. 9	Mar. 12	Mar. 14	Mar. 23
EMPRESS OF ASIA	Mar. 20	Mar. 23	Mar. 26	Mar. 28	Apr. 6
EMPRESS OF FRANCE	Apr. 10	Apr. 13	Apr. 16	Apr. 18	Apr. 27
EMPRESS OF RUSSIA	May 1	May 4	May 7	May 9	May 18
EMPRESS OF ASIA	May 15	May 18	May 21	May 23	June 1
EMPRESS OF FRANCE	June 5	June 8	June 11	June 13	June 22
EMPRESS OF RUSSIA	June 26	June 29	July 2	July 4	July 13

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)

Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

HOME FOR THE HOLIDAYS.
"EMPRESS OF CANADA"
Via SINGAPORE—COLOMBO—PORT SAID.

Leave Hong Kong November 28 — Arrive Singapore December 2
Leave Singapore December 2 — Arrive Colombo December 6
Leave Colombo December 6 — Arrive Port Said December 16
Leave Port Said December 16 — Arrive Plymouth December 23

HONGKONG—MANILA SERVICE

Leave Hong Kong	Arrive Manila		Leave Manila	Arrive Hong Kong
Dec. 21	Dec. 23	EMPRESS OF ASIA	Dec. 24	Dec. 26
Jan. 11	Jan. 13	EMPRESS OF FRANCE	Jan. 13	Jan. 15

CANADIAN PACIFIC EXPRESS
TRAVELLERS' CHEQUES
PAYABLE THE WORLD OVER.
THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department — Tel. C. 752. — Cables: "CACANPAC."
Freight and Express — Tel. C. 42. — Cables: "NAUTILUS."

THROUGH BOOKING TO EUROPE AT REDUCED RATES
£120, £112, £110, £102, £83: VIA SAN FRANCISCO.
G$440, G$490 VIA JAPAN AND SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
SIBERIA MARU ... ... Tuesday, 11th Dec.
TENYO MARU ... ... Wednesday, 23rd Jan.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM, via Singapore, Penang, Colombo & Suez.
KITANO MARU ... ... Saturday, 1st Dec.
KAMO MARU ... ... Saturday, 15th Dec.

SYDNEY & MELBOURNE via Manila & Ports.
SADO MARU ... ... Wednesday, 19th Dec.
AKI MARU ... ... Wednesday, 23rd Jan.

BOMBAY via Singapore, Penang & Colombo.
† TOMIURA MARU ... ... Sunday, 2nd Dec.
† MURORAN MARU ... ... Thursday, 13th Dec.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.
GINGO MARU ... ... Tuesday, 18th Dec.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
WAKASA MARU ... ... Sunday, 9th Dec.

NEW YORK and BOSTON via PANAMA.
† ASUKA MARU ... ... Wednesday, 12th Dec.
† TAKAOKA MARU ... ... Thursday, 27th Dec.

LIVERPOOL via Port Said, Genoa & Marseilles.
† DAKAR MARU ... ... Friday, 21st Dec.

CALCUTTA via Singapore, Penang & Rangoon.
† AKITA MARU ... ... Saturday, 1st Dec.
† CEYLON MARU ... ... Monday, 10th Dec.

SHANGHAI, KOBE & YOKOHAMA.
ATSUTA MARU ... ... Wednesday, 28th Nov.
† DURBAN MARU ... ... Wednesday, 28th Nov.
† GENOA MARU (Moji direct) ... Thursday, 29th Nov.
AWA MARU (Kobe direct) ... Thursday, 29th Nov.
† Cargo only.

Subject to alteration without notice.
For further information, apply to—
NIPPON YUSEN KAISHA
Telephone: Central No. 292 (Private exchanges to all Depts.). [7

KONINKLYKE PAKETVAART MAATSCHAPPY.
(ROYAL PACKET NAVIGATION CO OF BATAVIA)

THE MOTOR VESSEL
"CREMER"
Due to sail to SINGAPORE, BELAWAN-DELI and PENANG, on 6th December.

Offers excellent Saloon accommodation.
All lower berths. — Doctor carried.
English cuisine. — Wireless telegraph.
1st Class Fare to Singapore—$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service to 8 destinations in the Netherlands East Indies and Australia.

Agents:—
JAVA-CHINA-JAPAN-LIJN.
Telephone 1574. YORK BUILDINGS, CHATER ROAD. [12

Shipping News
Daily Statement, Waterfront News. Vessels Expected, etc.

YESTERDAY'S FREIGHT RETURNS.

LOCAL IMPORTS FAIR.

THROUGH FREIGHTS DECREASE.

Thirteen arrivals and twelve departures were shown for the 24 hours ended at 9 a.m. yesterday, of which five arrivals and seven departures were British vessels. The imports were again good, but through cargo dropped heavily. A Japanese vessel was best carrier as regards both imports and through cargo.

Twelve vessels discharged 10,433 tons of general merchandise for this port of which 3,881 tons were contributed by four British ships. The s.s. *Taisei Maru* (Japanese) had 2,000 tons of coal from Samarindo and the s.s. *Chip Shing* (British) 1,711 tons of general cargo from Tongku and Weihaiwei.

Through freights carried by seven vessels amounted to only 4,424 tons of which five British ships carried 2,231 tons. The s.s. *Taisei Maru* was again shown as best carrier with 1,173 tons of coal, while the s.s. *Yunnan* (British) arriving from Shanghai and Swatow carried 1,050 tons of general cargo.

The arrivals and departures during the period under review were as follows:—

	Arr.	Dep.
British	5	7
American	1	0
French	1	0
Norwegian	2	0
Swedish	1	0
Japanese	2	2
Chinese	1	3
Total	13	12

DETAILS OF FREIGHTS.

Kuichow (British) arrived from Tongku and Weihaiwei with 1,110 ton of general cargo for this port and 110 tons for through ports.

Yunnan (British) arrived from Shanghai and Swatow with 600 tons of general cargo for Hong Kong and 1,050 tons for through ports.

Linan (British) arrived from Shanghai and Amoy with 360 tons of general cargo for Hong Kong and 600 tons for through ports.

City of Perth (British) arrived from Shanghai with 100 tons of general cargo for Hong Kong and 100 tons for through ports.

Chip Shing (British) arrived from Tongku and Weihaiwei with 1,711 tons of general cargo for Hong Kong and 385 tons for through ports.

President Grant (American) arrived from San Francisco and Manila with 152 tons of general cargo for Hong Kong and 1,000 tons for through ports.

Hanoi (French) arrived from Hniphong and Fort Bayard with 643 tons of rice coal, pigs and general cargo for Hong Kong.

Marly (Norwegian) arrived from Kampa with 1,650 tons of coal for Hong Kong.

Hellas (Norwegian) arrived from Bangkok and Swatow with 1,136 tons of rice and general cargo for Hong Kong.

Fuku Maru (Japanese) arrived from Nogoya and Sakito with 583 tons of general cargo for Hong Kong.

Taisei Maru (Japanese) arrived from Samarindo with 2,500 tons of coal for Hong Kong and 1,173 tons for through ports.

DAILY WATERFRONT NEWS.

CANADIAN PACIFIC LINERS CHANGE CAPTAINS.

"CANADA" TO BE RE-ENGINED.

[BY LONGSHOREMAN.]

The two huge Canadian Pacific Steamship Company's liners which were berthed alongside of each other at the Kowloon Wharves changed commanding officers on Monday. Captain S. Robinson, C.B.E., R.N.R., formerly of the *Empress of Canada* went to the *Empress of France*, while Captain E. Griffith, R.N.R., of the former vessel took over the command of the *Canada*. Captain Griffith will take the *Canada* home to England; while Captain Robinson will remain in the Pacific in charge of the *France*.

The *Empress of Canada*, although the fastest vessel in the Pacific, still falls short of the Company's ideal of quick passenger service; and for this reason, the vessel is being taken to England where she will undergo complete renewal of engines, in the same manner as the *Australia* did some time ago. We understand that when the *Canada* returns she will be even faster than she is at present, while a great saving will be made in expenditure on fuel. As is well known the *Canada* holds the blue riband for the fastest passage across the Pacific.

The two *Empress* liners will sail for their respective destinations—in the opposite direction—to-day.

A.P.C. Motor Boat Fired On.

The coxswain of motor boat No. 614, belonging to the Asiatic Petroleum Company, reported to the police that about 10.30 on Sunday when he was just off Yam O in British waters, he was met by two fishing boats. As they approached to within about 30 yards range, the crews opened fire on his boat. The coxswain had 900 tons of kerosene on board at the time and realising that he was facing pirates he turned around and made for Hong Kong, where he arrived about 12.30 a.m. on Monday.

Dredging The Harbour Beds.

Two Chinese mistresses of fishing boats appeared before the Marine Magistrate, Comdr. J. B. Newill, D.S.O., R.N., at the Harbour Office yesterday morning on a summons for dredging the Harbour Bed in the Central Fairway. The two defendants pleaded guilty and were fined $10 with the alternative of 10 days' hard labour each.

Asiatic Deck Passengers.

Four vessels brought 169 Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Asia*, from Hong Kong on November 7th, arrived at Vancouver on November 24th.

The s.s. *Talamba* (B.I. and Apcar Line) left Singapore for Hong Kong on the 21st inst., and is due here to-day (Wednesday) about 1 p.m.

VESSELS EXPECTED.

Australian-Oriental Line.
Changte, Dec. 7th.
Taiping, January 4th.

Bank Line.
Suveric, to-day.
City of Chester, to-morrow.
City of Lahore, Dec. 10th.
City of Madras, Dec. 22nd.
Levernbank, January 6th.
City of Bedford, January 8th.
City of Pekin, January 19th.
City of Baroda, February 1st.

Ben Line.
Beneruachan, to-day.

Blue Funnel Line.
Glaucus, to-day.
Protesilaus, Dec. 3rd.
Telemachus, Dec. 4th.
Philoctetes, Dec. 8th.
Diomed, Dec. 11th.
Tyndareus, December 13th.
Aeneas, Dec. 17th.
Hector, Dec. 24th.
Theseus, Dec. 28th.
Atreus, Dec. 29th.
Achilles, January 6th.
Ningchow, January 6th.
Perseus, January 8th.
Talthybius, January 8th.
Lycaon, January 10th.
Sarpedon, January 10th.
Ernaeus, January 11th.
Automedon, January 19th.
Tydeus, January 20th.
Ixion, January 29th.
Dolius, January 31st.
Keemun, January 31st.
Calchas, February 3rd.
Patroclus, February 7th.
Phemius, February 7th.
Autolycus, February 8th.
Demodocus, February 19th.
Bellerophon, February 20th.
Eurysales, February 24th.
Troilus, February 24th.
Antenor, March 7th.

British-India and Apcar Line.
Talamba, to-day.
Tilawa, to-day.
Takada, December 10th.
Talma, December 11th.
Takliwa, Dec. 16th.
Santhia, December 26th.

Canadian Pacific Line.
Empress of Russia, Dec. 5th.

Dodwell & Co.
Romolo, Dec. 6th.

Dollar S.S. Line.
President Harrison, Dec. 1st.
President Cleveland, Dec. 3rd.

East Asiatic Co., Copenhagen (John Manners & Co., Agents).
Malaya, Dec. 15th.
Siam, Dec. 15th.
Panama, Dec. 23rd.
Danmark, Dec. 31st.
Java, January 20th.
Australien, February 11th.

Eastern and Australian Lines.
Tanda, to-morrow.
St. Albans, Dec. 3rd.
Arafura, January 7th.

Glen Line.
Glenbeg, Dec. 12th.
Carmarthenshire, Dec. 16th.
Glenshane, Dec. 31st.
Glenogle, January 7th
Cardiganshire, January 21st.

Hamburg-Amerika Linie.
Ruhr, to-morrow.
Oldenburg, December 14th.
Saarland, Dec. 21st.
Emil Kirdorf, Jan. 7th.
Havelland, Jan. 20th.
Havenstein, Feb. 1st.

Java-China-Japan Lijn
Tjikini, Nov. 30th.
Tjitaroem, Dec. 3rd.
Tjisaroea, December 5th.
Tjikarang, Dec. 10th.
Tjimanoek, December 14th.
Tjileboet, December 17th.
Tjisondari, December 19th.

BANK LINE LTD.
AGENTS FOR
ELLERMAN & BUCKNALL S.S. CO., LTD.
SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ..... ELLERMAN LINE
"CITY OF MOBILE" ... London, Rotterdam, Amsterdam & Hamburg ... 9th December
• "CITY OF LAHORE" ... London, Rotterdam, Amsterdam & Hamburg ... 9th January
"CITY OF MADRAS" ... London, Rotterdam, Amsterdam & Hamburg ... 9th February
•Passenger Steamer:—Fares to London—1st Class £30; 2nd Class £55.

NEW YORK, BOSTON & BALTIMORE ..... AMERICAN AND MANCHURIAN LINE
"CITY OF CHESTER" ... ... via Suez Canal ... ... 27th December

ALSO AGENTS FOR
ANDREW WEIR & CO.
SERVICES TO
BOSTON & NEW YORK ..... AMERICAN & ORIENTAL LINE
"LEVERNBANK" ... ... via Suez Canal ... ... 11th January

MAURITIUS & SOUTH AFRICA ..... ORIENTAL AFRICAN LINE
"TINHOW" ... ... 9th December
Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For Freight or Passage on any of the above lines apply:—
Telephone: Central 4791. THE BANK LINE, LTD. [23

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS TAKING CARGO FOR
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons.	From Hongkong (about)	Destination
"KARMALA"	9,128	1st Dec.	Marseilles and London.
*"JEYPORE"	5,316	6th Dec. [Mars.,	L'don, Hull, A'werp, R'dam, H'burg
"MALWA"	10,946	8th Dec.	Bombay, Marseilles and London.
"KASHMIR"	8,985	15th Dec.	Marseilles and London.
"NALDERA"	16,088	22nd Dec.	Bombay, Marseilles and London.
"MANTUA"	10,946	5th Jan., 1929	do.
"KALYAN"	9,144	19th Jan., "	Marseilles, London and Hull.
"MOREA"	10,953	2nd Feb., "	Bombay, Marseilles and London
"KASHGAR"	9,005	16th Feb., "	Marseilles, London and Hull.
"MACEDONIA"	11,120	2nd Mar., "	Marseilles and London
*"PADUA"	5,907	9th Mar., "	Mars., L'don., A'werp., R'dm, H'bg
"KHIVA"	9,135	16th Mar., "	Marseilles, London and Hull.
"KHYBER"	9,114	23rd Mar., "	do.
"MALWA"	10,980	30th Mar., "	Marseilles & London.
"NALDERA"	16,088	13th Apr., "	B'bay., Mars., & London.
"KARMALA"	9,128	20th Apr., "	Marseilles and London.
"MANTUA"	10,945	27th Apr., "	Bombay, Marseilles and London
"KASHMIR"	8,985	11th May, "	Marseilles and London.
"MOREA"	10,953	25th May, "	Bombay, Marseilles and London.
"KALYAN"	9,144	8th June, "	Marseilles and London.
"RAJPUTANA"	16,568	22nd June, "	Bombay, Marseilles & L'don.

*Cargo only.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA—APCAR SAILINGS

"TILAWA"	10,006	30th Nov., 2 p.m.	Singapore, Penang & Calcutta
"TAKADA"	6,949	12th Dec.	do.
"TALAMBA"	8,013	21st Dec.	do.
"TALMA"	10,000	5th Jan., 1929	do.
"SANTHIA"	7,754	21st Jan., "	do.
"TILAWA"	10,006	5th Feb., "	do.

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

*"TANDA"	6,956	1st Dec., Noon	Manila, Sandakan, Thursday Island, Townsville, Brisbane Sydney and Melbourne.
"ST. ALBANS"	4,500	23th Dec.	
"ARAFURA"	6,000	1st Feb., 1929	
"TANDA"	6,956	1st Mar., "	

* Calls Port Holland.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia.
The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambugan, Tawao, Timor, Darwin, or other ports en route as inducement offers.
Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"TALAMBA"	8,018	30th Nov., D.L.	Amoy, Moji, Kobe Y'hama & Osaka
*"TRELAWNY"	—	4th Dec.	S'hai., Moji, Kobe & Yokohama.
"ST. ALBANS"	4,500	4th Dec.	Moji, Kobe, Osaka & Yokohama.
"MANTUA"	10,946	7th Dec.	S'hai., Moji, Kobe & Yokohama.
*"THESILLIAN"	—	9th Dec.	Amoy, S'hai., Moji, Kobe & Osaka.
"TALMA"	10,000	14th Dec.	Moji, Kobe & Osaka.
*"GAZANA"	5,284	19th Dec.	S'hai., Moji, Kobe & Yokohama.
"KALYAN"	9,144	21st Dec.	Amoy, Moji, Kobe & Osaka.
"SANTHIA"	7,754	28th Dec.	Shanghai, Moji Kobe & Y'hama.
"MOREA"	10,953	4th Jan., 1929	Moji, Kobe, Osaka & Y'hama.
"ARAFURA"	6,000	8th Jan., "	Amoy, S'hai., Moji & Kobe.
"TILAWA"	10,006	18th Jan., "	S'hai., Moji, Kobe & Yokohama.
"KASHGAR"	9,005	18th Jan., "	do.
*"PADUA"	5,907	18th Jan., "	do.
"MACEDONIA"	11,120	1st Feb., "	Moji, Kobe, Osaka & Y'hama.
"TANDA"	6,956	5th Feb., "	S'hai., Moji, Kobe & Yokohama.
"KHIVA"	9,135	15th Feb., "	S'hai., Moji, Kobe & Yokohama.
"MALWA"	10,986	1st Mar., "	Shanghai.
"KHYBER"	9,114	8th Mar., "	Shanghai, Kobe & Yokohama
"NALDERA"	16,088	15th Mar., "	S'hai., Moji, Kobe & Yokohama.
"KARMALA"	9,128	22nd Mar., "	S'hai., Moji, Kobe & Yokohama.
"MANTUA"	10,946	29th Mar., "	S'hai., Moji, Kobe & Yokohama.
"KASHMIR"	8,985	12th Apr., "	S'hai., Moji, Kobe & Yokohama.
"MOREA"	10,953	26th Apr., "	S'hai., Moji, Kobe & Yokohama.
"KALYAN"	9,144	10th May, "	Shanghai, Kobe & Yokohama.
"RAJPUTANA"	16,583	24th May, "	

* Cargo only

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—
MACKINNON MACKENZIE & CO.
P. & O. Building, Connaught Road Central, HONG KONG Agents. [1

THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS
LOADING DIRECT FOR
ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN, OSLO AND GOTHENBURG.

m.v. "NANKING"	... ...	Loading about 4th December
m.v. "DELHI"	... ...	19th December
m.v. "CEYLON"	... ...	29th January

FOR SHANGHAI, JAPAN AND VLADIVOSTOCK.

m.v. "CEYLON"	... ...	Loading about 24th December

For further particulars, apply to the Agents—
GILMAN & CO., LTD., G. E. HUYGEN.
[2 Hong Kong.

POST OFFICE NOTICE.

INWARD MAILS.

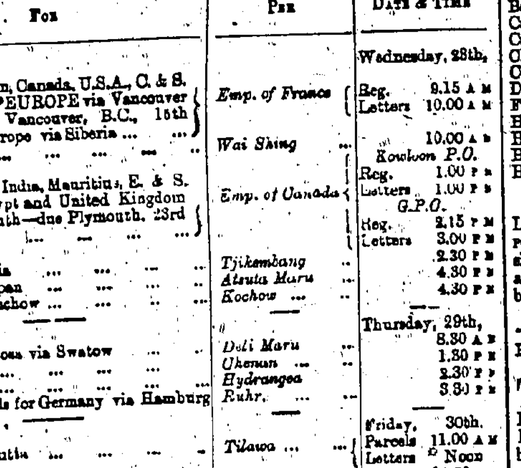
From	Per	Due
Straits	*Talamba*	28th Nov.
Straits & London parcels (London. 25th Oct.)	*Glaucus*	28th Nov.
Straits	*Atsuta Maru* ...	28th Nov.
Amoy...	*Tilawa*	28th Nov.
Shanghai & Swatow	*Szechuen*	29th Nov.
Straits	*Cremer*	29th Nov.
Japan	*Tamba*	29th Nov.
Shanghai & Amoy	*Luchow*	30th Nov.
Japan & Shanghai	*Kitano Maru* ...	30th Nov.
Japan & Shanghai	*Karmala*	1st Dec.
U.S.A., Honolulu, Japan & Shanghai	*Pres. Harrison* ..	2nd Dec.
Europe via Negapatam (Letters and Papers) London, 1st Nov. ...	*Kut Sang*... ...	2nd Dec.
U.S.A., Honolulu, Japan & Shanghai...	*Pres. Cleveland* ...	3rd Dec.
Australia & Manila	*St. Albans*	3rd Dec.
Straits	*Trelawny*	5th Dec.
Canada, U.S.A., Japan & Shanghai...	*Emp. of Russia* ...	7th Dec.
Japan & Shanghai	*Malwa*	7th Dec.

OUTWARD MAILS.

For	Per	Date & Time
Shanghai, Japan, Canada, U.S.A., C. & S. America & *EUROPE via Vancouver B.C.—due Vancouver, B.C., 15th Dec., & Europe via Siberia	*Emp. of France*	Wednesday, 28th, Reg. 9.15 A M, Letters 10.00 A M
Swatow	*Wai Shing* ...	10.00 A M, *Kowloon P.O.*
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and United Kingdom via Plymouth—due Plymouth, 23rd December	*Emp. of Canada*	Reg. 1.00 P M, Letters 1.00 P M, *G.P.O.* Reg. 2.15 P M, Letters 3.00 P M
Java via Batavia	*Tjikembang* ..	2.30 P M
Shanghai & Japan	*Atsuta Maru* ..	4.30 P M
Samahui & Wuchow	*Kochow*	4.30 P M
Amoy & Formosa via Swatow	*Deli Maru* ..	Thursday, 29th, 8.30 A M
Amoy	*Chenan*	1.30 P M
Swatow...	*Hydrangea* ..	2.30 P M
Manila & parcels for Germany via Hamburg	*Ruhr.*	3.30 P M
Straits & Calcutta	*Tilawa*	Friday, 30th. Parcels 11.00 A M, Letters Noon 12.30 P M
Shanghai, Japan, & EUROPE via Siberia	*Chenonceaux* ...	1.00 P M
Swatow, Amoy and Foochow	*Haiyang*	2.30 P M
Wei Hai Wei	*Kueichow*	*Kowloon P.O.* Reg. 4.30 P M
Straits, Ceylon, India, Mauritius, E. & S. Africa, *Egypt & *Europe via Marseilles—due Marseilles, 20th Dec.	*Kitano Maru* ...	Sat., 1st Dec. Let. 9.00 A M, *G.P.O.* Sat., 1st Dec. Reg. 8.45 A M, Letters 9.30 A M, Par., 30th, 5.00 P M
Manila, Sandakan, Australia & New Zealand via Thursday Island—due Thursday Island, 16th December ...	*Tanda*	Reg. 1st, 9.15 A M, Letters 10.00 A M, Friday, 30th, *Kowloon P.O.* Parcels 4.30 P M
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe via Marseilles—due Marseilles, 29th Dec.	*Karmala* ...	Sat., 1st Dec. Reg. 9.00 A M, Letters 10.00 A M, *G.P.O.* Par., 30th, 5.00 P M
		Sat. 1st Dec. Reg. 9.45 A M, Letters 10.30 A M
Manila	*Pres. Harrison* ...	DECEMBER— Saturday, 1st, 5.00 P M
Shanghai & EUROPE via Siberia... ...	*Luchow*	6.00 P M
Bangkok via Swatow	*Kweiyang*... ..	Sunday, 2nd, 8.30 A M

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE



REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE.
"DIOMED" 11th Dec., Mars., Casablanca, L'don., R'dam. & Hamburg.
"HECTOR." 24th Dec., Mars., L'don., R'dam. & Glasgow.
"PERSEUS" 8th Jan., Mars., L'don., R'dam. & Hamburg.

LIVERPOOL SERVICE.
"GLAUCUS" 20th Dec., Genoa, Havre, Liverpool & Glasgow.
"TYDEUS" 20th Jan., Genoa, Havre, Liverpool & Glasgow.

PACIFIC SERVICE.
(via KOBE & YOKOHAMA)
"PROTESILAUS" 3rd Dec., Victoria, Vancouver & Seattle.
"TYNDAREUS" 13th Dec., Victoria, Vancouver & Seattle.

NEW YORK SERVICE.
"EUMAEUS" 11th Jan., New York, Boston & Baltimore.

INWARD SERVICE.
Due For
"TELEMACHUS" 4th Dec., Shanghai, Kobe & Yokohama.
"PHILOCTETES" 8th Dec., S'hai., Moji Kobe & Y'hama.

PASSENGER SERVICE.
"HECTOR" 24th Dec., Singapore, Marseilles & London.
"AENEAS" 22nd Jan., Singapore, Marseilles & London.
*Sails at Daylight.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates, and information apply to:—

Butterfield & Swire,
Agents. [6

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital $50,000,000
Issued and Fully Paid-up $30,000,000
Reserve Funds:—
Sterling £6,000,000
Silver $14,000,000
Reserve Liability of Proprietors $20,000,000

Head Office: Hong Kong.

Court of Directors:
A. H. Compton, Esq., Chairman.
N. S. Brown, Esq., Deputy Chairman.
Hon. Mr. B. D. F. Beith. P. W. Massey, Esq. W. L. Pattenden, Esq.
W. H. Bell, Esq. J. A. Plummer, Esq.
Hon. Mr. C. G. S. Mackie. T. G. Weall, Esq. H. P. White, Esq.
Chief Manager: Hon. Mr. A. C. Hynes.

Branches:—
Amoy, Bangkok, Batavia, Bombay, Calcutta, Canton, Chefoo, Colombo, Dairen, Foochow, Haiphong, Hamburg, Hankow, Harbin, Hongkew, Iloilo, Ipoh, Johore, Kobe, Kuala Lumpur, London, Lyons, Malacca, Manila, Moukden, Nagasaki, New York, Peking, Penang, Rangoon, Saigon, San Francisco, Shanghai, Singapore, Sourabaya, Sungei Patani, Tientsin, Tokyo, Tsingtao, Yokohama

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
Hong Kong, 10th Sept., 1928. [26

HONG KONG SAVINGS BANKS.

The Business of the above Bank is conducted by the HONG KONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
For the Hong Kong & Shanghai Banking Corporation,
A. C. HYNES,
Chief Manager.
Hong Kong, 13th Sept., 1927. [2

EQUITABLE EASTERN BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS U.S. $3,500,000.00

HEAD OFFICE:
37, Wall Street, NEW YORK.

An American Bank offering complete Foreign Banking Service in the principal Markets of the world. Interest Allowed on all Deposits. Rates on Application.

A Subsidiary of
THE EQUITABLE TRUST COMPANY OF NEW YORK.
Total Resources in excess of U.S. $537,000,000.00.
D. M. BIGGAR,
28] Manager.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)

BANKERS

ESTABLISHED 1824.

HONG KONG OFFICE: 11, QUEEN'S ROAD, CENTRAL.

Authorised Capital...Guilders 150,000,000. (£12,500,000.)
Paid-Up Capital.....Guilders 80,000,000. (£6,666,670.)
Reserve Fund.....Guilders 40,000,000. (£3,333,333.)

Head Offices—AMSTERDAM.*
Eastern Head Office—BATAVIA.

BRANCHES.—Bandjermasin, Bandoeng*, Bombay, Calcutta, Cheribon, Jiddah, Djember, Djokjakarta*, The Hague*, Kobe, Kota-Radja, Makassar, Medan, Padang, Palembang, Pekalongan, Penang, Pontianak, Rangoon, Rotterdam*, Samarang*, Shanghai, Siboiga (Sumatra), Singapore, Soerabaia, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden*.
*These offices have Safe Deposit Boxes To Let.

London Bankers:—National Provincial Bank, Ltd.

Correspondents all over the world. Banking Business of every description transacted.
O. STEENSTRA,
Manager.
Hong Kong, 30th Aug., 1928. [34

THE YOKOHAMA SPECIE BANK LIMITED.

Capital fully paid up ...Yen 100,000,000
Reserve Fund..... Yen 102,500,000

Head Office: Yokohama.

Branches and Agencies at:
Alexandria, Batavia, Bombay, Buenos Ayres, Calcutta, Canton, Changchun, Dairen (Dalny), Fengtien (Mukden), Hamburg, Hankow, Harbin, Hong Kong, Honolulu, Kai Yuen, Karachi, Kobe, London, Lyons, Los Angeles, Manila, Nagasaki, Nagoya, Newchwang, Osaka, New York, Peking, Rio de Janeiro, Rangoon, Saigon, Soerabaya, San Francisco, Seattle, Semarang, Shanghai, Singapore, Shimonoseki, Sydney, Tientsin, Tokyo, Tsinanfu, Tsingtau, Vladivostock (Temporarily closed)

Interest allowed on Current Accounts. Deposits received for Fixed Periods at rates to be obtained on application.
H. KOEI, Manager.
Hong Kong, 11th Sept., 1928. [25

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.

Head Office: London.

Paid-up Capital £3,000,000
Reserve Fund £4,000,000
Reserve Liability of Proprietors £3,000,000

AGENCIES AND BRANCHES:
Alor Star (Malay States), Amritsar, Bangkok, Batavia, Bombay, Calcutta, Canton, Cawnpore, Cebu, Colombo, Delhi, Haiphong, Hamburg, Hankow, Harbin (North Manchuria), Hong Kong, Iloilo, Ipoh, Karachi, Kiang, Kobe, Kuala, Kangsar, Kuala Lumpur, Kuching, Madras, Manila, Medan, New York, Peking, Peshawar, Tongkah (Bhuket), Rangoon, Saigon, Semarang, Seremban, Shanghai, Singapore, Sourabaya, Taiping, (H.M.S.), Tavoy, Tientsin, Tokyo, Tsingtao, Yokohama, Zamboanga (Philippine Islands).

Foreign Exchange and General Banking Business transacted.
Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.
A. H. FERGUSON,
Manager.
Hong Kong, 16th Mar., 1928. [30

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.

(Incorporated in France).

Prince's Building, Chater Road, Victoria, Hong Kong.
Head Office:
74, Rue St. Lazare, Paris.

Capital, fully paid up..... Frs. 50,000,000
Special Working Capital Frs. 50,000,000
Reserves ..... Frs. 22,319,000

Branches:
Paris, Saigon, Tourane, Thanh-hoa, Peking, Lyons, Haiphong, Quinhon, Vinh, Shanghai, Hong Kong, Marseilles, Hanoi, Hue, Pnom Penh, Tientsin

Bankers:
France: Société Générale, Banque Nationale de Crédit, Banque de Paris et des Pays Bas.
London: Midland Bank, Ltd.
New York: American Exchange Irving Trust Co., Banca Commerciale Italiana.
San Francisco: Bank of Italy.

Every description of Banking and Exchange Business transacted.
Correspondents throughout the World.
L. BERNIS,
Manager.
Hong Kong, 6th Aug., 1928.

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital £3,000,000
Subscribed Capital £1,800,000
Paid-up Capital £1,050,000
Reserve Fund and Rest.....£1,584,846

Bankers:
The Bank of England and Midland Bank, Ltd.

Branches:
Bangkok, Batavia, Bombay, Calcutta, Colombo, Delhi, Galle, Hong Kong, Howrah, Ipoh, Kandy, Karachi, Kota Bharu, Kuala Lumpur, Kuantan (Pahang), Madras, New York, Penang, Port Louis (Mauritius), Rangoon, Shanghai, Simla, Singapore, Sourabaya

Hong Kong Branches:
Every description of Banking and Exchange Business transacted.
Interest allowed on Current Accounts and Fixed Deposits at Rates that may be ascertained on application.
O. L. C. SANDES, Manager.
7, Queen's Road Central.
Hong Kong, 1st Sept., 1928. [29

THE BANK OF CHINA.
中國銀行

(Special authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital $50,000,000.00
Paid-up Capital 19,768,200.00
Reserve Fund 9,364,298.69

Head Office:—Peking
Hong Kong Branch:—4, Queen's Road Central.
Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.
London Bankers:—The Guaranty Trust Co. of New York, The National Provincial Bank, Ltd.
New York Bankers:—The Equitable Eastern Banking Corporation, The Irving Bank-Columbia Trust Co.
Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on Approved Securities.
Special facilities for domestic exchange.
SHOU J. CHEN,
Manager.
Hong Kong, 29th June, 1927. [38

THERE'S a world-wide wish for WILLS'S "Gold Flake" For all times in all climes

Wills's Gold Flake VIRGINIA CIGARETTES

PACKED IN TINS OF 50. AND PACKETS OF 10.

This advertisement is issued by the British-American Tobacco Co. (China) Ltd. 20-2

BANQUE DE L'INDO-CHINE.

Head Office:
96, Boulevard Haussmann, Paris.

Subscribed Capital..Frs. 72,000,000.00
Paid-up Capital ...Frs. 68,400,000.00
Reserve Fund .....Frs. 102,000,000.00

Branches:
Bangkok, Battambang, Cantho, Canton, Djibouti, Fort Bayard, Haiphong, Hankow, Hanoi, Hong Kong, Mengtsz, Nam-Dinh, Noumea, Papeete, Peking, Pnom-Penh, Pondicherry, Quinhon, Saigon, Shanghai, Singapore, Tientsin, Tourane, Vinh, Yunnanfou

Bankers:
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Société Générale.
In London: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
In New York: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trusty Co., of New York.
Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of Banking and Exchange Business transacted.
Safe Deposit Boxes to let.
CH. LEM.
Manager.
Hong Kong, 27th October, 1928. [32

THE BANK OF CANTON, LTD.

Head Office: Hong Kong.

Hong Kong Currency
Authorized Capital ..$11,000,000
Paid-up Capital 8,664,200
Reserve Fund 850,000

Branches:—
Canton, Shanghai, Hankow, Swatow, Bangkok, New York and San Francisco.

London Bankers:—
The Lloyds Bank, Ltd.

Correspondents
all Principal Cities of the World.

Foreign Exchange and Banking Business of every description transacted.
Safe Deposit Boxes (various sizes) at a Yearly Rental of from $5 to $40.
LOOK POONG SHAN,
Manager

P. & O. BANKING CORPORATION, LIMITED.

Paid Up Capital £2,594,166
Reserve Fund £150,000

Head Office:
122, Leadenhall Street, London, E.C. 3.

The Corporation undertakes General Banking and Exchange Business of every description and in addition to its Branches has Agencies in all the principal towns of the World.

C. CHAMPKIN,
Manager.
Prince's Building, Chater Road,
36] Hong Kong.

HONG KONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S LOCAL NEWS.

The Paper to send Home.

EXCHANGE.

CLOSING QUOTATIONS.

November 27th, 1928.

On London.—	
Telegraphic Transfer	2/0 1/4
Bank Bills, on demand	2/0 5/16
Bank Bills, at 30 days' sight	—
Bank Bills, at 4 months' sight	2/0 1/2
Credits, at 4 months	2/1 1/2
Documentary Bills, 4 months' sight	2/1 1/8
On Paris.—	
Bank Bills, on demand	1,257 1/2
Credits, 4 months' sight	1,332 1/2
On New York.—	
Bank Bills, on demand	403
Credits, at 60 days' sight	402
On Bombay.—	
Telegraphic Transfer / Bank Bills, on demand	131 1/2
On Calcutta.—	
Telegraphic Transfer / Bank Bills, on demand	134 1/2
On Shanghai.—	
Bank Bills, at sight	77 3/8
Private, 30 days' sight	—
On Yokohama.—On demand	106
On Manila.—On demand	98 3/4
On Singapore.—On demand	86 1/4
On Batavia.—On demand	122 1/2
On Haiphong.—On demand	—
On Saigon.—On demand	nom.
On Bangkok.—On demand	94 3/4
Sovereigns, Bank's Buying rate	$9.50
Gold Leaf, 100 fine, per tael	—
Bar Silver, per oz.	56 3/8

American Express Travelers Cheques

Definition of TRAVELLERS' CHEQUES—
"The system of Travellers' Cheques was originated in 1891 by the American Express Company with the object of creating a form of travel currency which would give the holder the security of a letter of credit and at the same time the convenience of local currency. The Company registered the cheques under the trade name of 'AMERICAN EXPRESS TRAVELERS' CHEQUES' the word 'Travellers' being spelled with one "l". The advantage of the Cheques was so apparent that other banking institutions adopted the system."
Quoted from Pitman's Dictionary of Banking by Wm. Thomson.
Issued in G$10, G$20, G$50, G$100, and £-5, and £-10 denominations—bound in a small, handy wallet—and cost only ½ of 1 per cent.
Secure your steamship tickets, hotel reservations and itineraries, or plan your cruise or tour through

THE AMERICAN EXPRESS Co., Inc.
4, Des Voeux Road, Central, Hong Kong.

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